

# BookletChart<sup>TM</sup>

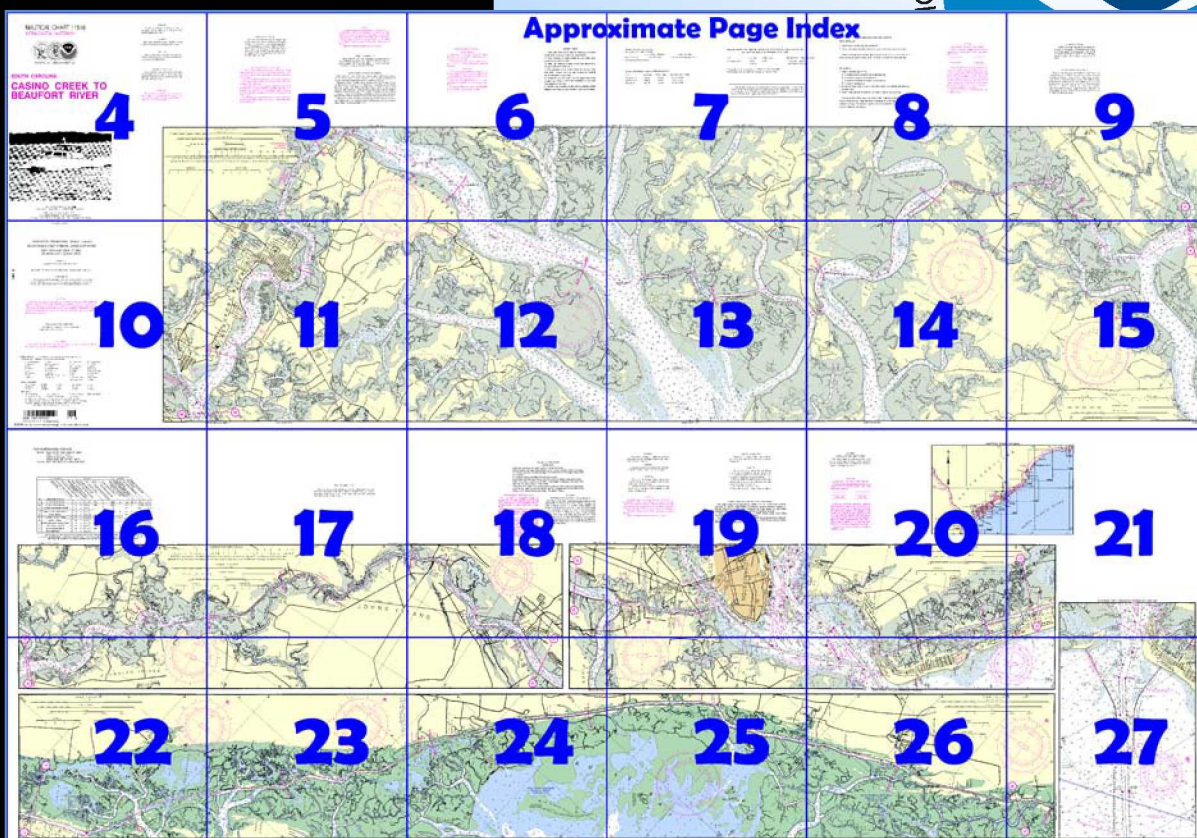
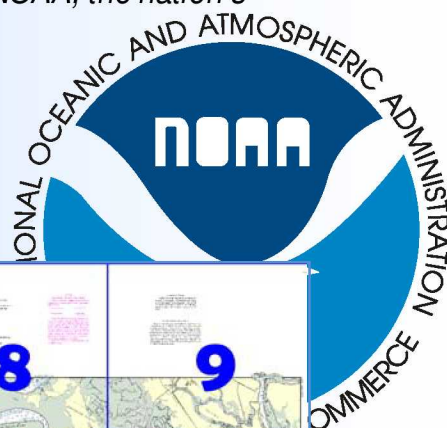
## Intracoastal Waterway - Casino Creek to Beaufort River

(NOAA Chart 11518)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

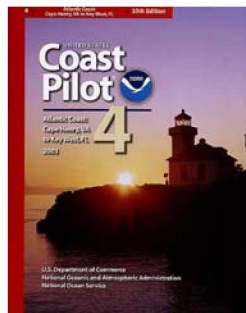
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 4, Chapter 12 excerpts]**

(157) **Cape Romain National Wildlife Refuge** comprises the coastal area southeast of the waterway from Casino Creek to **Price Creek (Mile 446.8)**.

(158) From Casino Creek the waterway continues through the marshes and a land cut to **Jeremy Creek (Mile 430.0)**. **McClellanville** is on the side channel through Jeremy Creek, 0.6 mile northward of the waterway. The depth was 11.3 feet thence 8 feet alongside the piers. Gasoline, diesel fuel,

water, and provisions are available.

(159) Mariners may access the Atlantic Ocean via the marked channels in Town Creek, opposite McClellanville and **Five Fathom Creek**.

(161) A marina is on the south side of the waterway at **Mile 456.8**. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramps and wet and dry storage are available.

(164) On **Hamlin Creek** opposite **Mile 460.5** there is a marina where berthage, electricity, gasoline, and water are available. A highway bridge with a clearance of 28 feet crosses Hamlin Creek near its eastern mouth.

(165) Route 703 bridge to **Sullivans Island** at **Mile 462.2** has a clearance of 31 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, A marina is in the creek on the west side of the waterway above the bridge.

(166) The route of the waterway enters the lower east side of **Charleston Harbor** between Sullivans Island and **Mount Pleasant** 1 mile north of the waterway and is reached through a marked channel that branches off the waterway at **Mile 464.2**.

(167) Complete supply and repair facilities are available at **Charleston, Mile 469.0**.

(168) The waterway leaves Charleston Harbor at **Mile 469.3** by way of **Wappoo Creek**. Route 171 bridge over Wappoo Creek at **Mile 470.8** has a clearance of 33 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KT-5438. Extreme caution is advised when running through the bridge with a current. Mooring dolphins were reported to be on both sides of the bridge. Cross currents from the old creek are encountered on the ebb in the west approach, and are noticeable on the flood in the east approach. Vessels should proceed slowly to avoid washing away of the banks east of the bridge.

(169) From Wappoo Creek, the route of the waterway is through **Elliott Cut** and **Stono River**. Strong currents have been reported on the ebb and flood in Elliott Cut. A marina is on the south side of the waterway at **Mile 476.4**.

(171) The John F. Limehouse Highway Bridge over Stono River at **Mile 479.3** has a clearance of 12 feet. The bridgetender can be contacted on VHF-FM channels 13 and 16.

(172) **Mile 480.1, Rantowles Creek**. The Seaboard System Railroad bridge 0.6 mile above the mouth has a lift span which is not required to be opened; clearance in the down position is 4 feet. 1.3 miles above the mouth Route 17 bridge has twin spans with clearances of 9 feet. **Wallace Creek** enters Rantowles Creek from the west. Route 162 bridge, 0.7 mile has twin spans with clearances of 9 feet. Overhead cables between the mouth and the bridge have a clearance of 8 feet.

(173) The route of the waterway enters **Wadmalaw River** at **Mile 486.7**. The town of Yorges Island is at **Mile 490.2**. The maximum draft at the railways is 12 feet.

(174) From Wadmalaw River, the waterway follows **Dawho River, North Creek, and Watts Cut** to South Edisto River. Route 174 bridge at **Mile 501.3** has a clearance of 65 feet. Extreme caution is advised when passing under the bridge with a current. Cross currents from Dawho River are encountered on the ebb in the west approach and are noticeable on the flood in the east approach.

(175) Careful steering is required in the Dawho River between **White Point** and the entrance to the cutoff. The channel is well marked, but strong currents are experienced. Strong currents are also found at the crossings of the cutoff with the river.

(179) **Albergottie Creek, Mile 532.4**. The creek had a of 3½ feet to the Marine Corps Air Station pier on the north side 0.7 mile above the mouth, thence 5 feet to a point 2 miles above the mouth. The Marine Corps pier had depths of 8 to 10 feet.

(180) The waterway continues into **Beaufort River**. On the west side of the waterway at **Mile 536.0** is **Beaufort** where berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, and wet storage are available.

(181) The Route 21 bridge at Beaufort has a clearance of 30 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KT-5439. Extreme caution is advised when running through the bridge with a current; cross currents are encountered in the approach on flood and ebb.

(182) A bridge with a clearance of 65 feet crosses at **Mile 539.7**. A marina, 100 yards north of the bridge has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station and marine supplies available.


# Table of Selected Chart Notes

**HEIGHTS**

Heights in feet above Mean High Water.

**CAUTION**

**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

**RADAR REFLECTORS**

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**CAUTION**

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.


**INTRACOASTAL WATERWAY**

Project Depths  
12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances  
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: —————→  
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.  
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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**AIDS TO NAVIGATION**

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**CAUTION**

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 4 for important supplemental information.

**CAUTION**

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**

**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**INTRACOASTAL WATERWAY AIDS**

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.  
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.  
When following the Intracoastal Waterway southward from Norfolk, Virginia, to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.  
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Corrected through NM Jan. 16/10, LNM Jan. 12/11

Corrected through NM Jan. 16/10, LNM Jan. 12/10

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A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

**CAUTION**

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location)    ◌ (Approximate location)

**CAUTION**

**WARNINGS CONCERNING LARGE VESSELS**  
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**SAFETY HINTS**

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

**POLLUTION REPORTS**

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**PRINT-ON-DEMAND CHARTS**

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at: the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.  
Refer to charted regulation section numbers.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

**HURRICANES AND TROPICAL STORMS**

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

**TIDAL INFORMATION**

Near real time water level data, predictions and weather data are available via the internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

37th Ed., Jan./10; Corrected through NM Jan. 16/10, LNM Jan. 12/10

**FACILITIES**

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

**NOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Savannah, GA	KEC-85	162.40	24 hours daily
Charleston, SC	KHB-29	162.55	24 hours daily
Beaufort, SC	WXJ-23	162.475	24 hours daily

**WEATHER RULES FOR SAFE BOATING**

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

While afloat:

1. Keep a weather eye out for:
  - A. A sudden vertical cumulus cloud development
  - B. A sudden change in wind direction
  - C. A sudden noticeable increase in wind velocity
  - D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forecasts and warnings

Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

**RULES OF THE ROAD (ABRIDGED)**

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside the channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels, when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".



# NAUTICAL CHART 11518

## INTRACOASTAL WATERWAY



THE NATION'S CHARTMAKER SINCE 1807

### SOUTH CAROLINA

# CASINO CREEK TO BEAUFORT RIVER

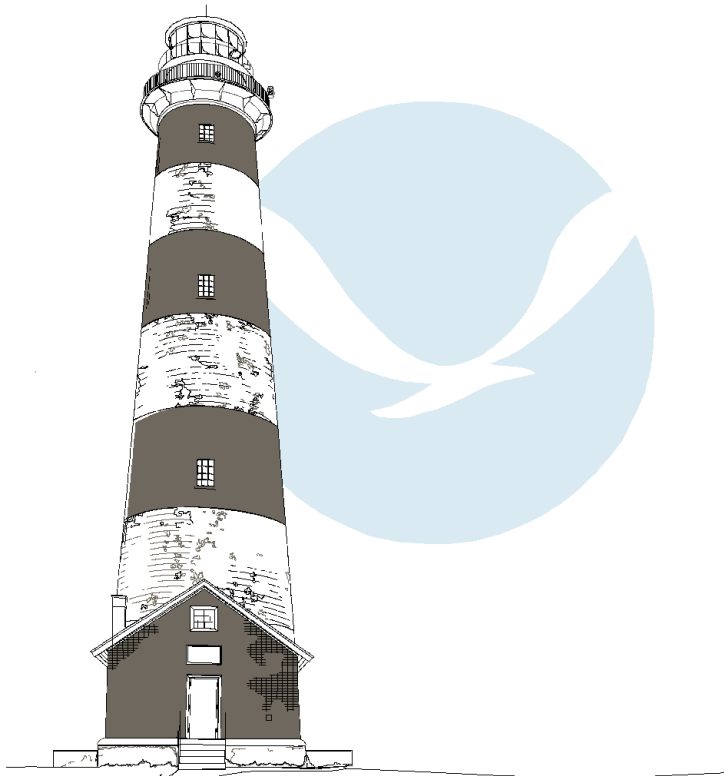


Chart 11518 37th Ed., Jan./10 ■  
Corrected through NM Jan. 16/10, LNM Jan. 12/10

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

HEIGHTS  
Heights in feet above Mean High Water.

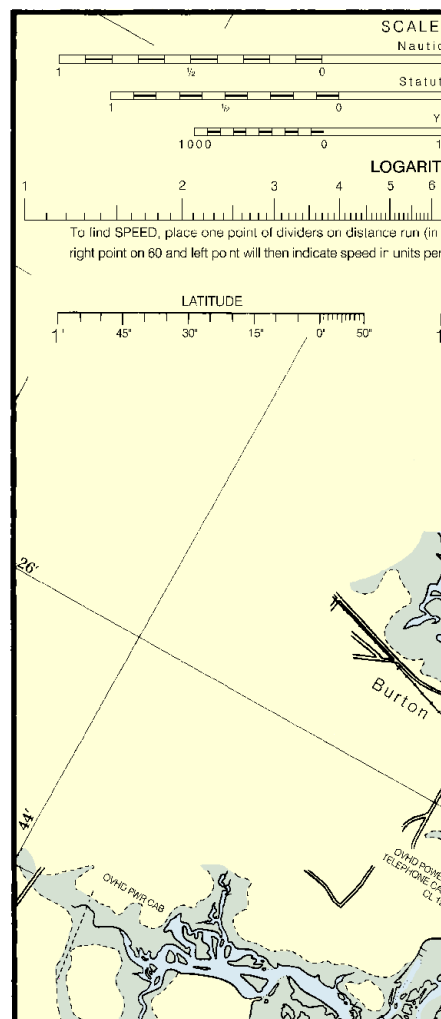
**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**  
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**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



Joins page 10

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





# HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.627" northward and 0.681" eastward to agree with this chart.

# INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

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Refer to charted regulation section numbers.

# POLLUTION REPORTS

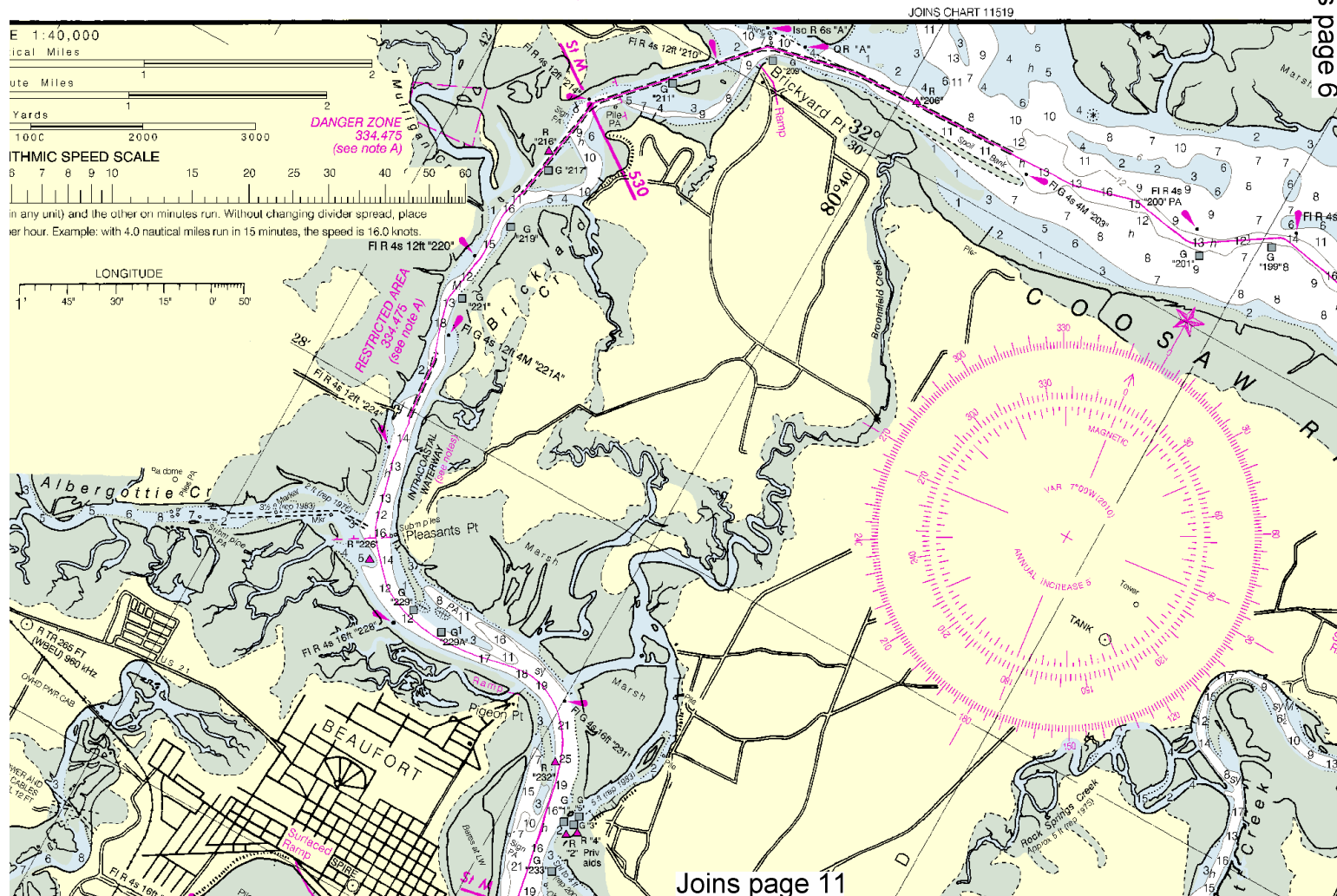
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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

# INTRACOASTAL WATERWAY

## Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: —————

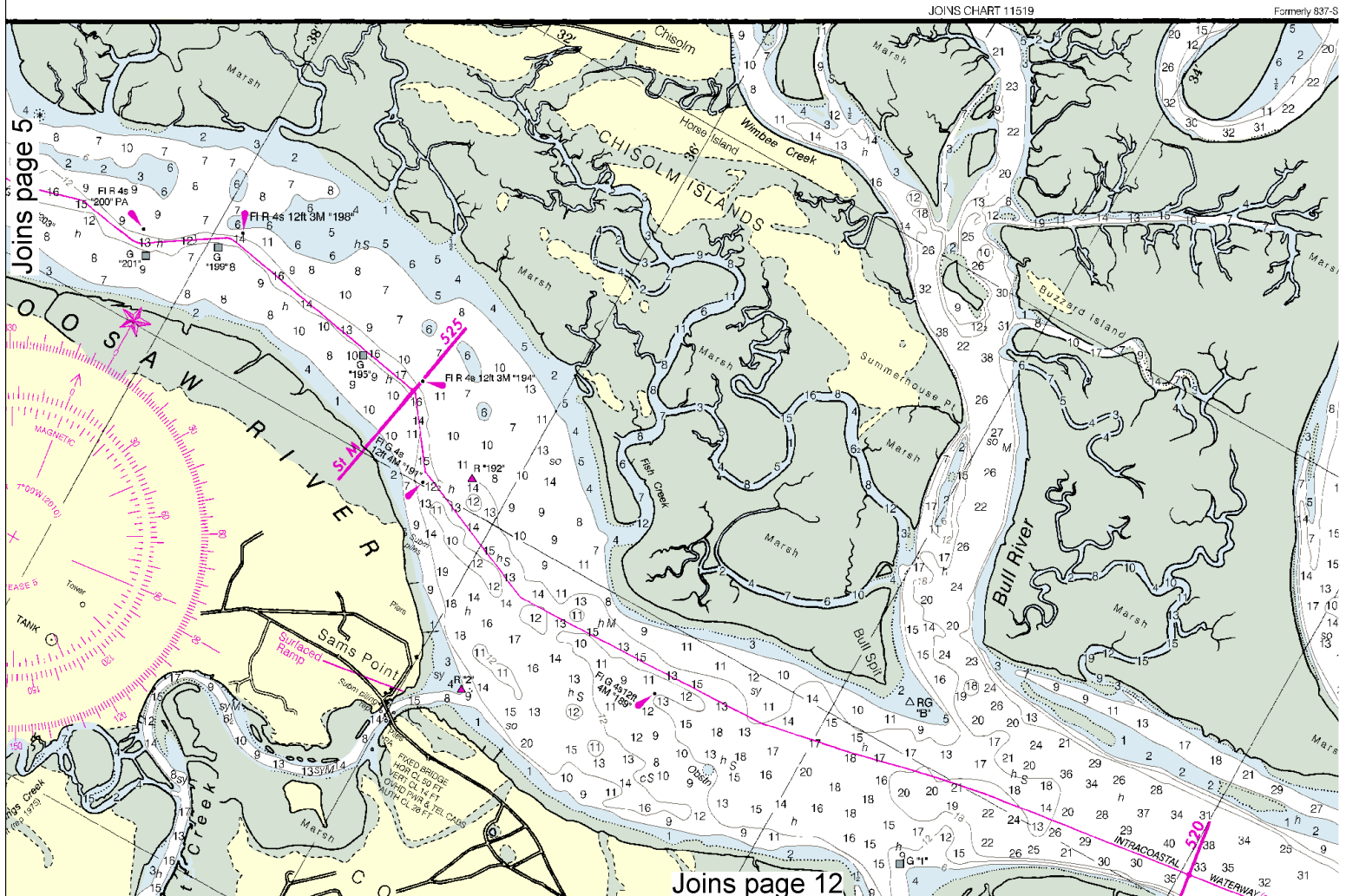
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Courses are TRUE and must be CORRECTED for any variation and compass deviation.

# SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
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6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

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Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



6



MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE

CITY TELEPHONE NUMBER  
Charleston, SC \*(843) 747-5859

\*Recording (24 hours daily)

OFFICE HOURS  
9:00 AM-4:30 PM (Mon.-Fri.)

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS  
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ. (kHz)	BROADCAST TIMES (LOCAL)
Charleston, S.C.	NMB (USCG)	*2670	11:20 AM, 11:20 PM* (warnings on receipt)

\* Preceded by announcement on 2182 kHz and 156.8 MHz

† Broadcast one hour later during Daylight Saving Time

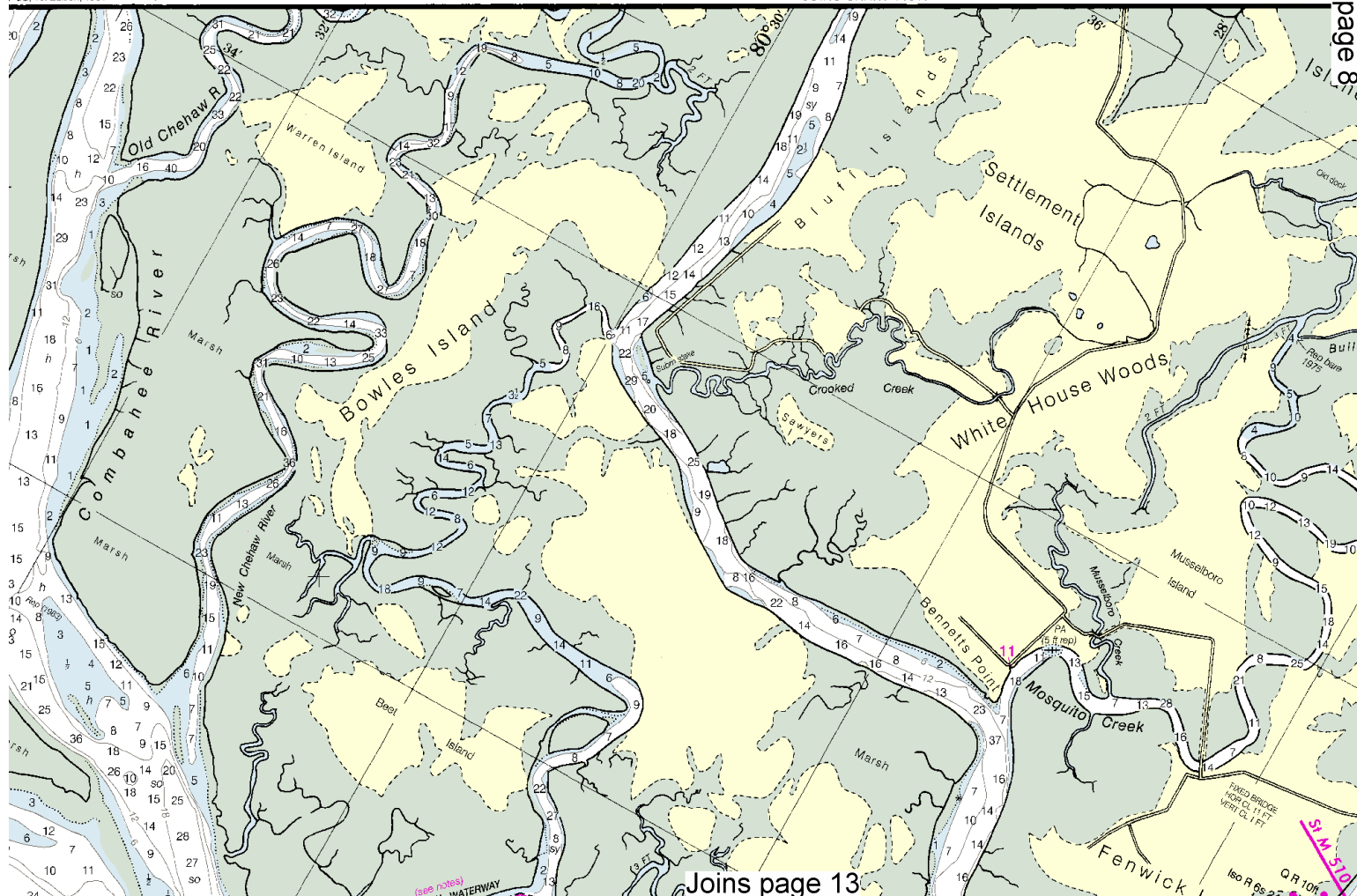
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CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Savannah, GA	KEO-85	162.40	24 hours daily
Charleston, SC	KHB-29	162.55	24 hours daily
Beaufort, SC	WXI-23	162.475	24 hours daily

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

7-SC, 1st Edition, 1964 KAPP 228

JOINS CHART 11517



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
NGA Weekly Notice to Mariners: 0910 2/27/2010,  
Canadian Coast Guard Notice to Mariners: n/a .

7

# WEATHER RULES FOR SAFE BOATING

## Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

## While afloat:

1. Keep a weather eye out for:
  - A. A sudden vertical cumulus cloud development
  - B. A sudden change in wind direction
  - C. A sudden noticeable increase in wind velocity
  - D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forecasts and warnings

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## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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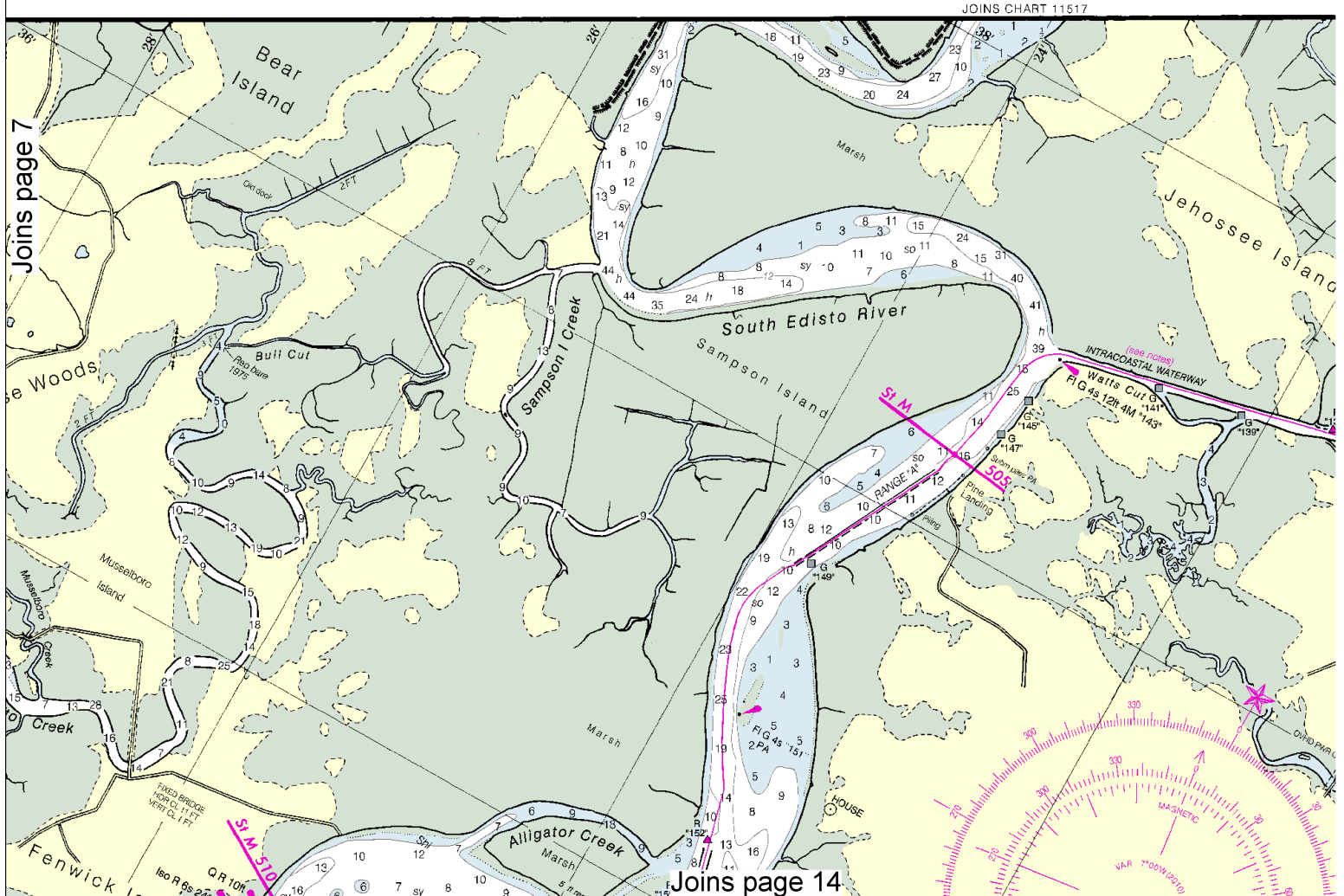
## CASTS AND WARNINGS STATIONS

### BROADCAST TIMES (LOCAL)

11:20 AM, 11:20 PM+  
(warnings on receipt)

MHz

safe navigation. The National  
s, additions, or comments for  
on (N/C52), National Ocean



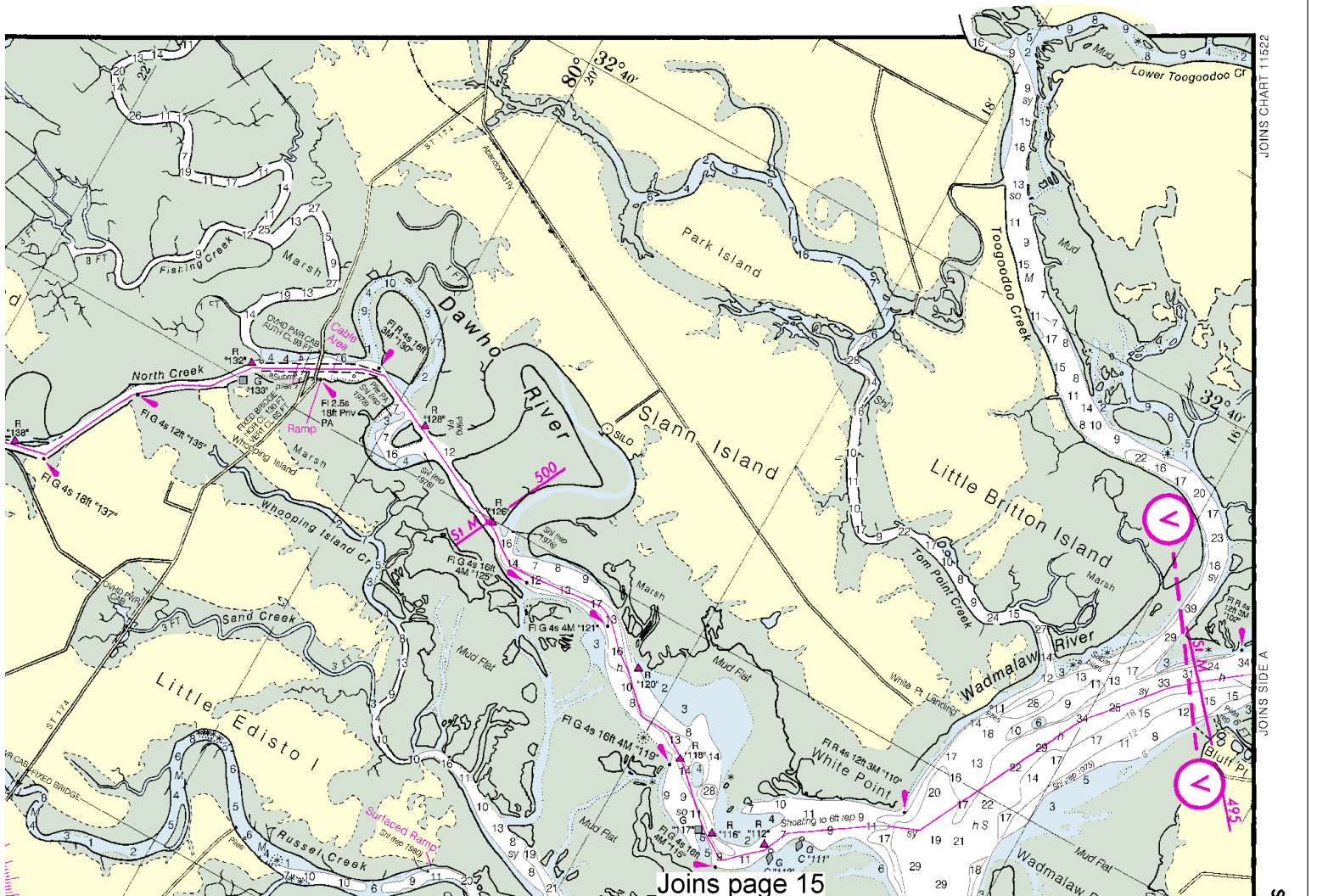


# ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Charleston Power Squadron, District 26, United States Power Squadrons, in continually providing essential information for revising this chart.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

North American Datum of 1983  
(World Geodetic System 1984)

HEIGHTS

Heights in feet above Mean High Water.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated)

AERO aeronautical	G green	Mo morse code	R TR radio tower
A alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	ObsC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			

Demarcation lines are shown thus: ---



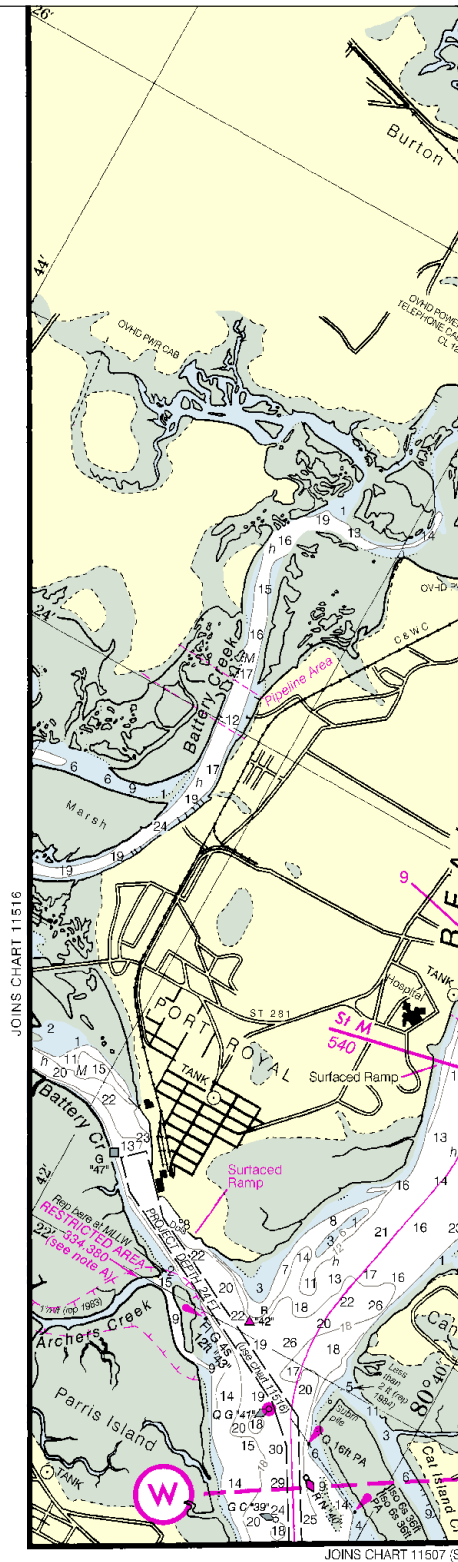
NSN 7642014010267

NGA REFERENCE NO. 11XHA11518



ED NO. 37

11518 37th Ed., Jan./10 Corrected through NM Jan. 16/10, LNM Jan. 12/10



Joins page 16

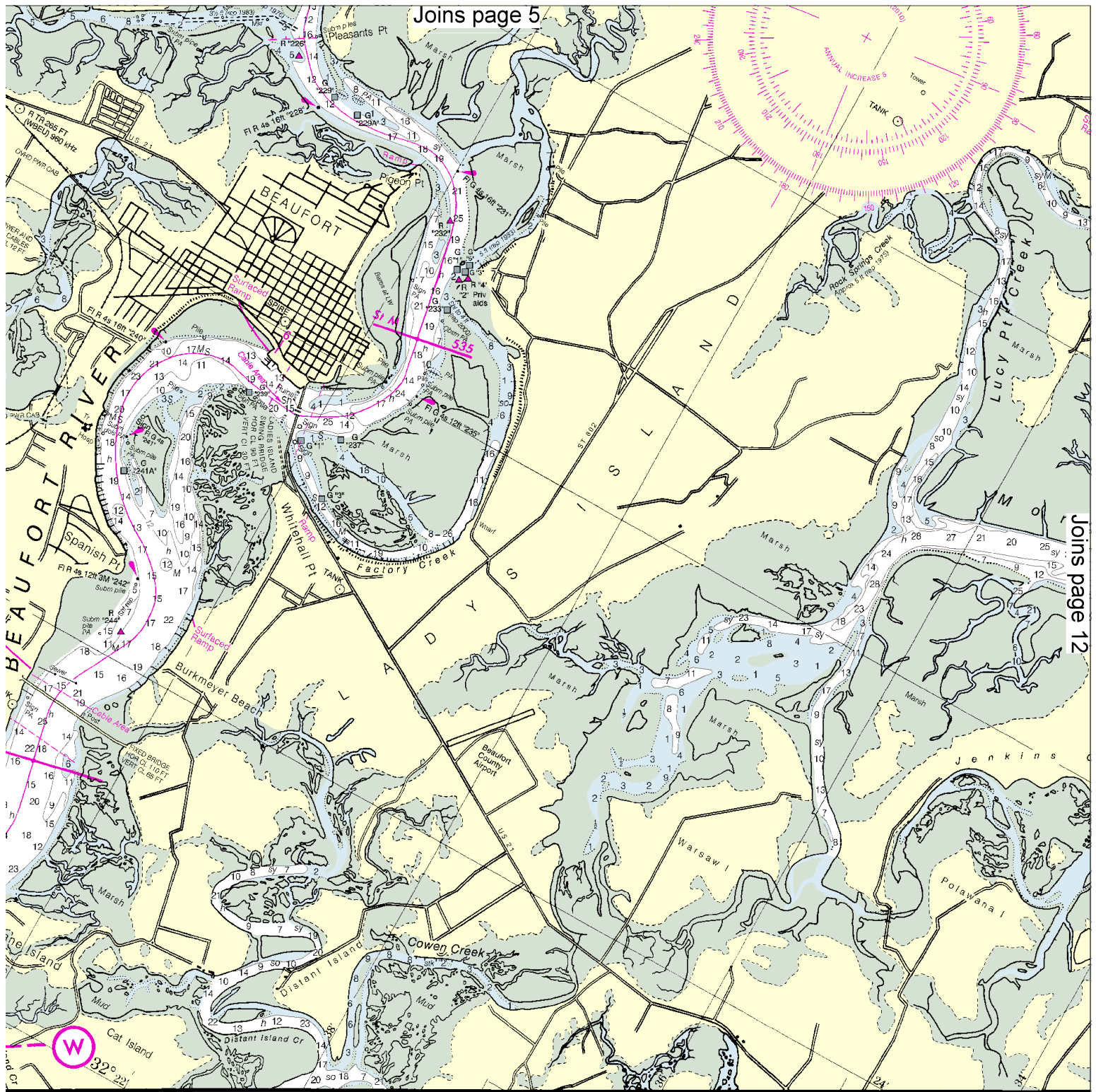
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

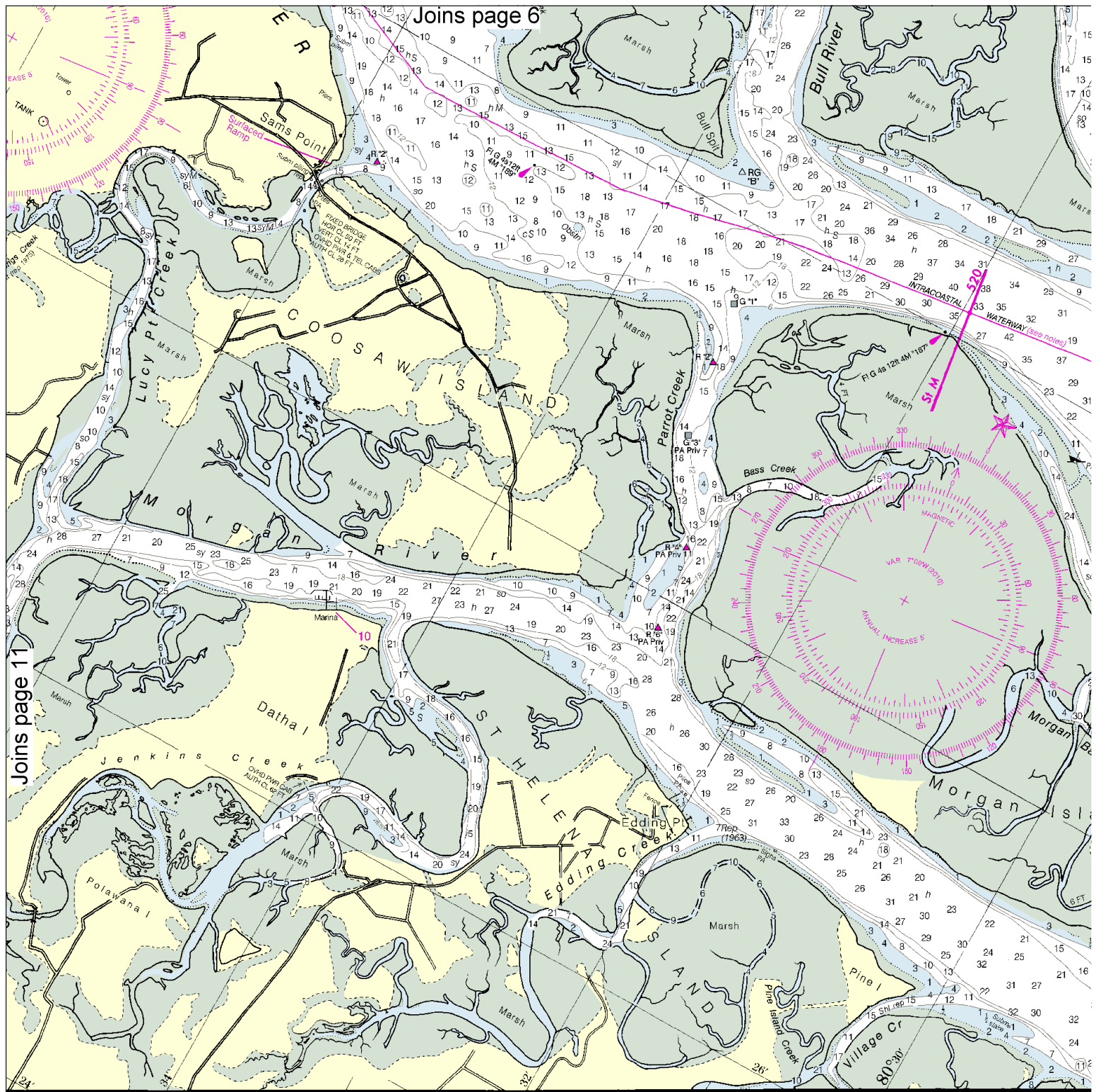






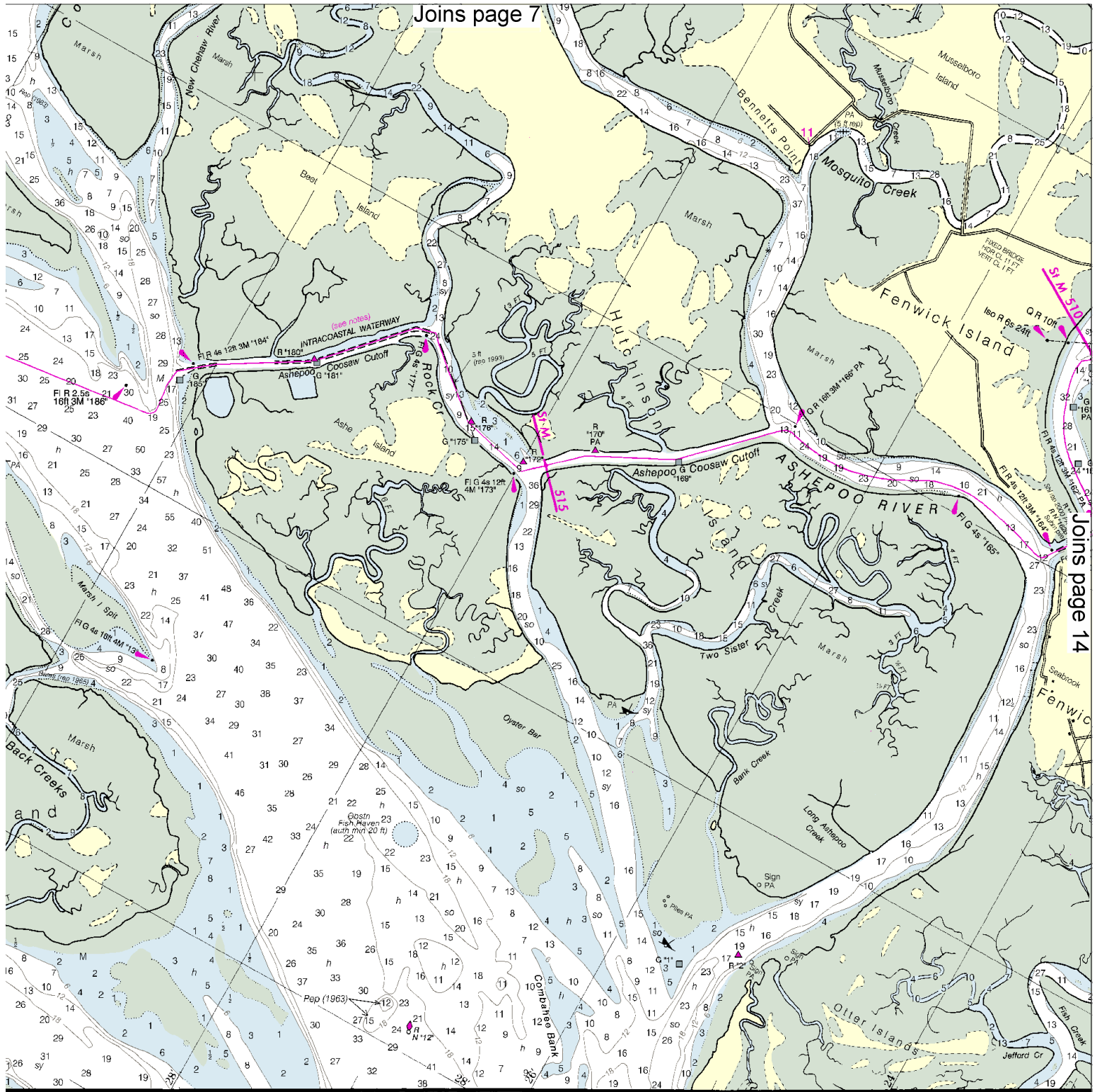
Joins page 12

Joins page 17





Joins page 7

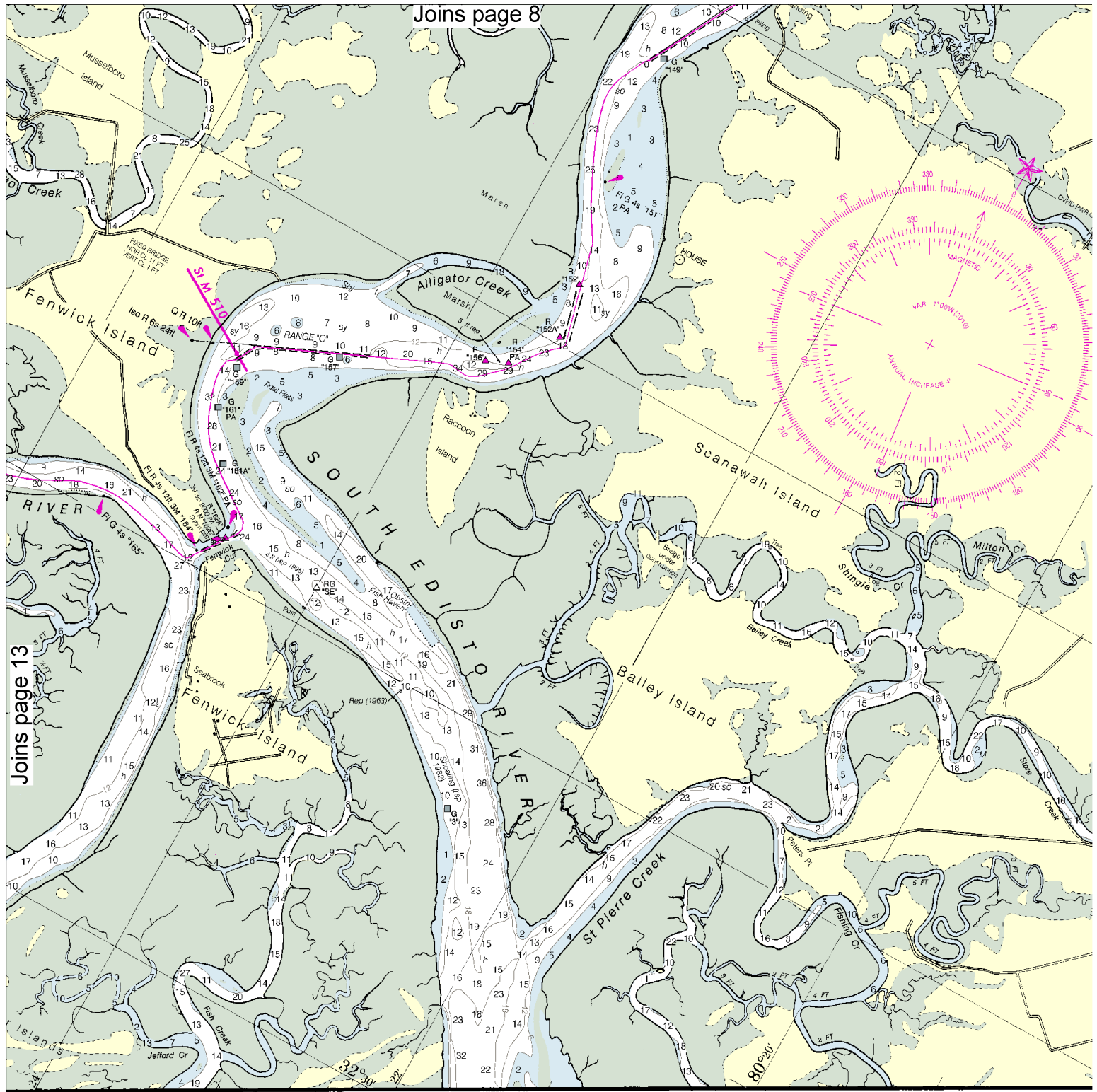


Joins page 14

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for information concerning aids to navigation.

Joins page 19



JOINS CHART 11517

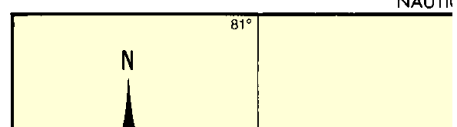
Joins page 13

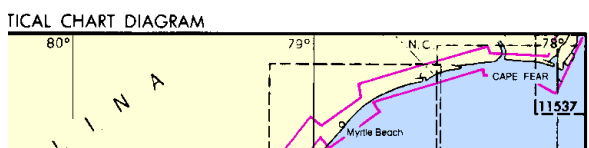
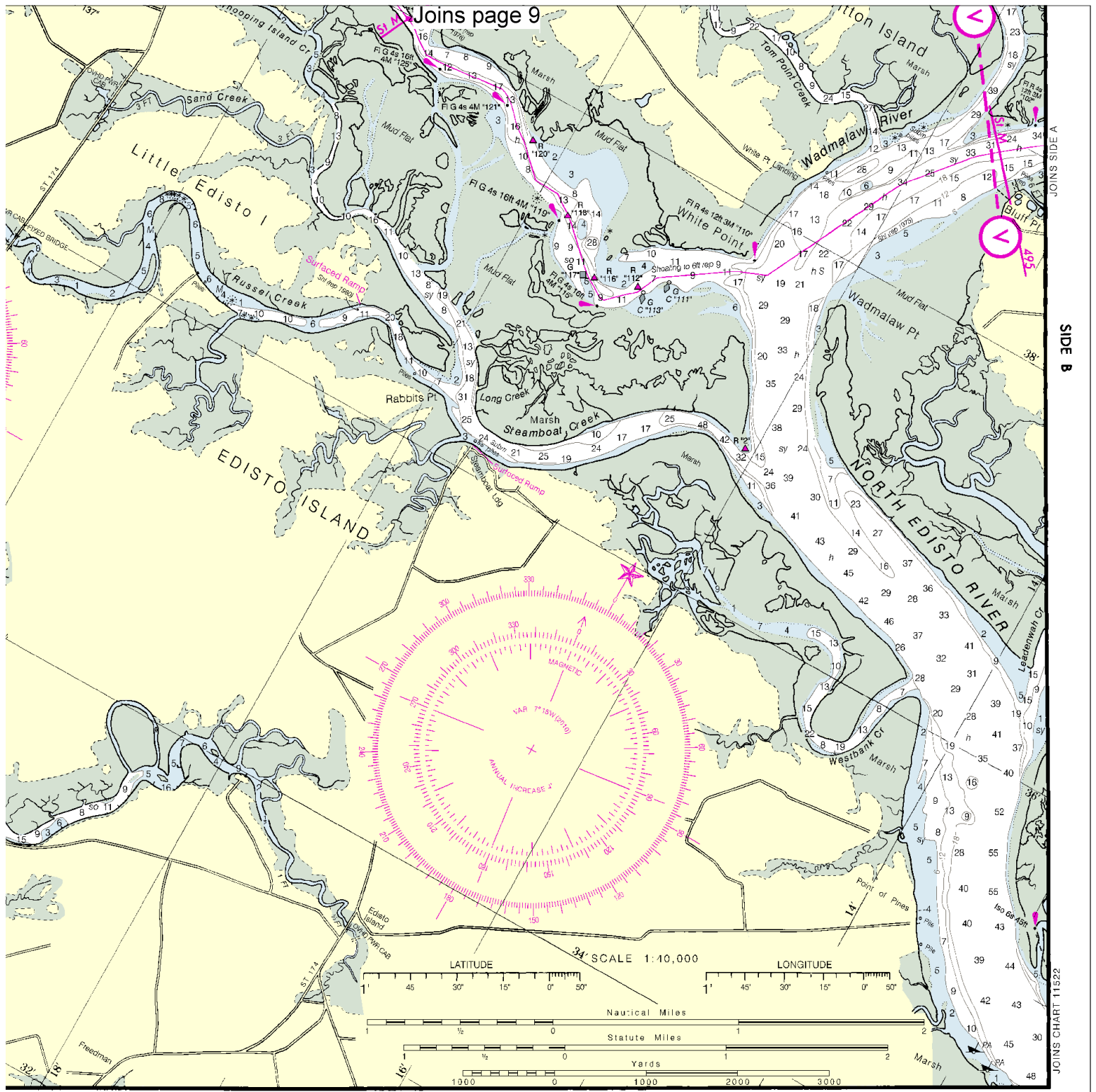
Joins page 8

Joins page 20

14

CAUTION  
 BASCULE BRIDGE CLEARANCES  
 For bascule bridges, whose spans do not  
 open to a full upright or vertical position, unlimited





Joins page 21



(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
 Demarcation lines are shown thus: ————

Joins page 10



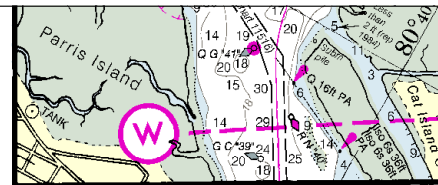
NSN 7642014010267

NGA REFERENCE NO. 11XHA11518



ED NO 37

11518 37th Ed., Jan./10 Corrected through NM Jan. 16/10, LNM Jan. 12/10

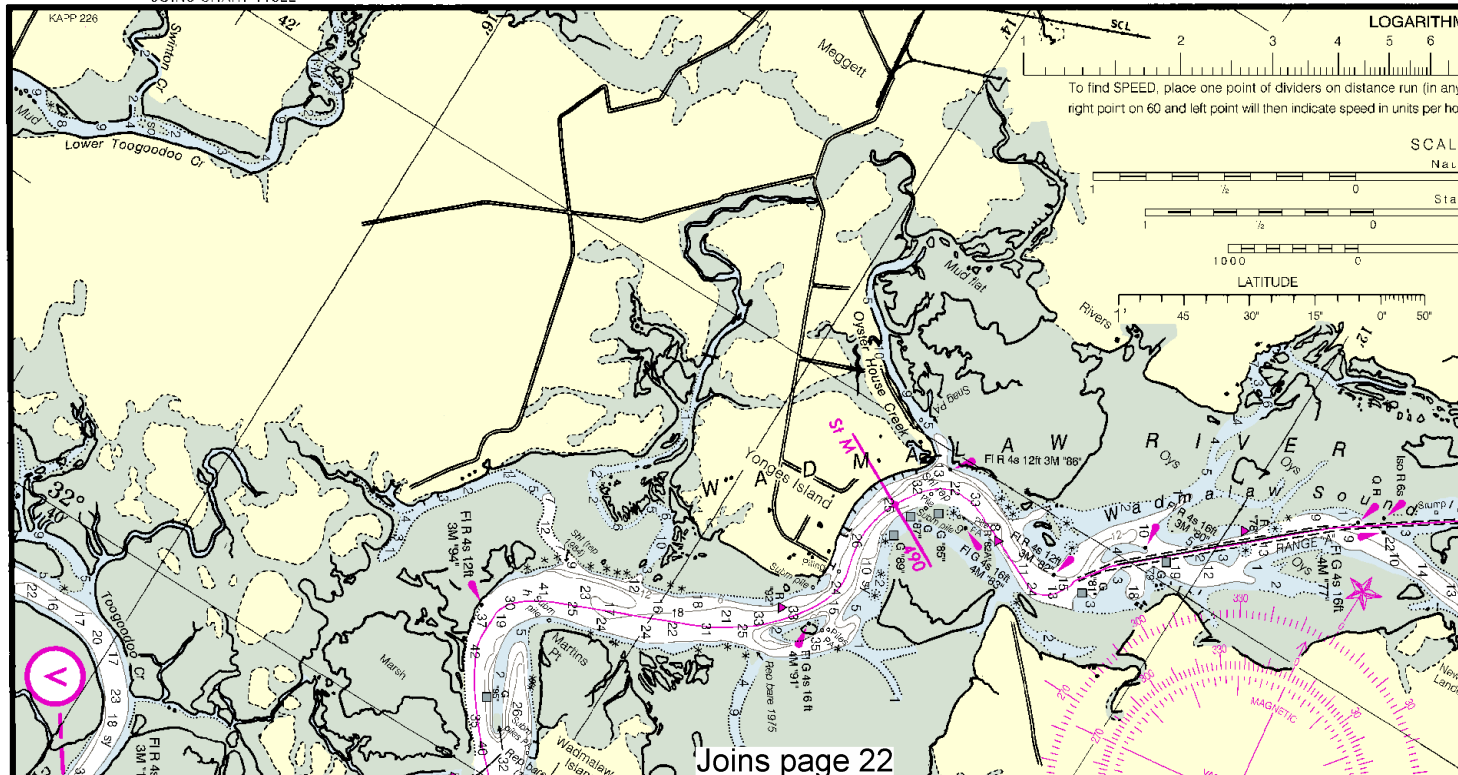


JOINS CHART 11507 JS

NO	SMALL CRAFT FACILITY	DEPTHS					SERVICES										SUPPLIES									
		APPROACH-DEPT	ALONGSIDE-DEPT	BEHIND-DEPT	BEHIND-DEPT	BEHIND-DEPT	REPAIRS	MARINE	LIFT	BOAT	FOOD	TOILETS	WATER	GROceries	DIESEL	BAIT	WATER	WATER	WATER	WATER	WATER	WATER	WATER	WATER	WATER	WATER
		CHART SIDE	FEET (REPORTED)	FEET (REPORTED)	FEET (REPORTED)	FEET (REPORTED)	HULL	HULL	CAPACITY	RENTAL	LODGING	SHOWERS	STORAGE	SALES	OIL	TACKLE	ICE	CHART	SALES	WET	DRY	STATION	STATION	STATION	STATION	STATION
1	ISLE OF PALMS MARINA	A	8	12	B E S																					
2A	TOLER'S COVE MARINA	A	10	10	B E																					
3	CHARLESTON MARITIME CENTER	A	28	15	B E																					
3C	CHARLESTON HARBOR MARINA	A	14	14	B E																					
4A	STONO MARINA	A	18	18																						
4B	ST. JOHNS YACHT HARBOR	A	20	9	B E																					
5A	ASHLEY MARINA	A	30	30	B E																					
6	DOWNTOWN MARINA OF BEAUFORT	B	16	16	B E S																					
9	PORT ROYAL LANDING MARINA	B	16	16	B E																					
10	DATAW ISLAND MARINA	B	25	25	B E S	HMR																				
11	B & B SEAFOOD	B	7	10	B E S																					

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
 THE TABULATED "APPROACH-DEPT" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
 THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

JOINS CHART 11522



Joins page 22

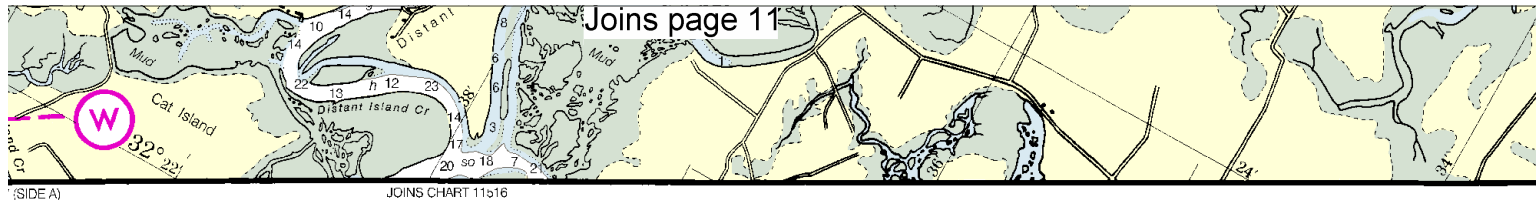
16

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

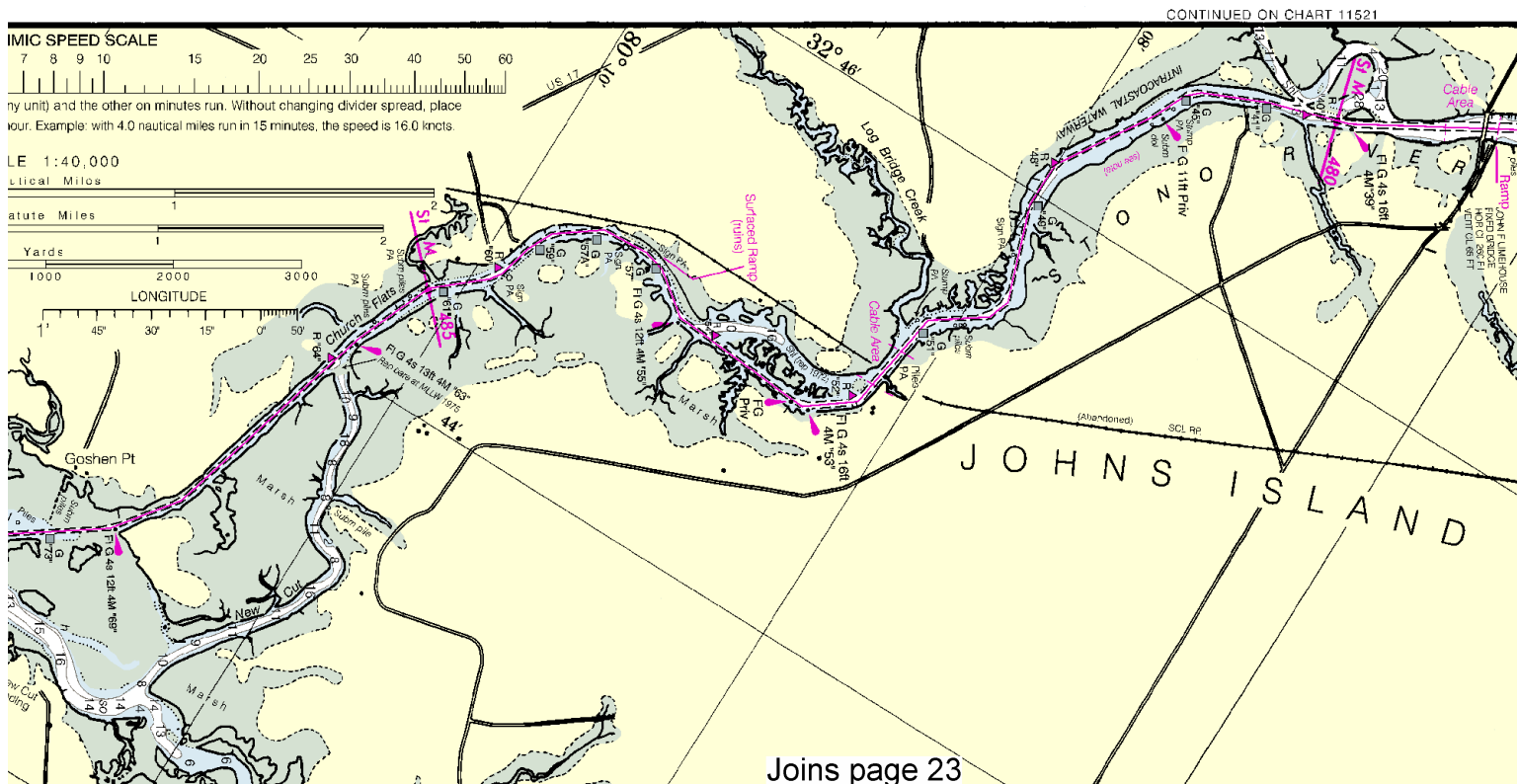




#### TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers

Joins page 18



# RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases.  
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside the channel.  
A motorboat being overtaken has the right-of-way.  
Motorboats approaching head to head or nearly so should pass port to port.  
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.  
Motorboats must keep to the right in narrow channels, when safe and practicable.  
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

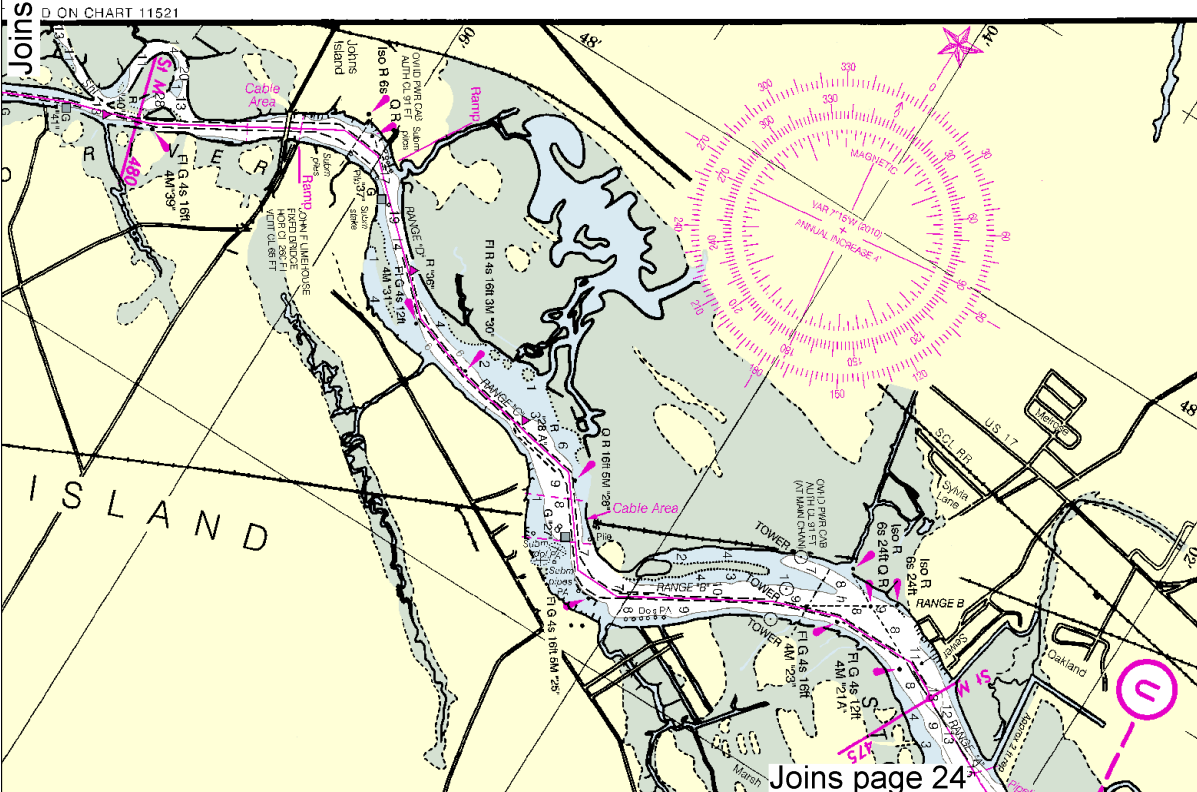
When following the Intracoastal Waterway southward from Norfolk, Virginia, to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

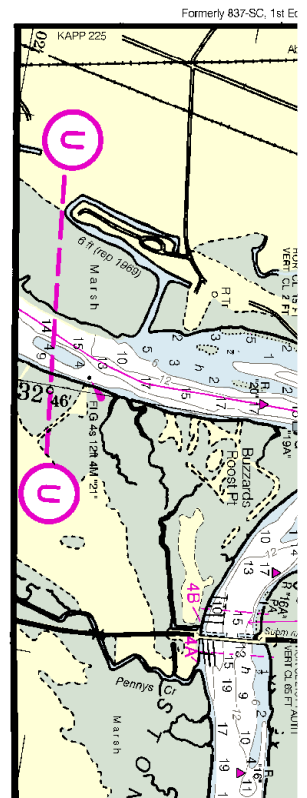
## CAUTION

### WARNINGS CONCERNING LARGE VESSELS

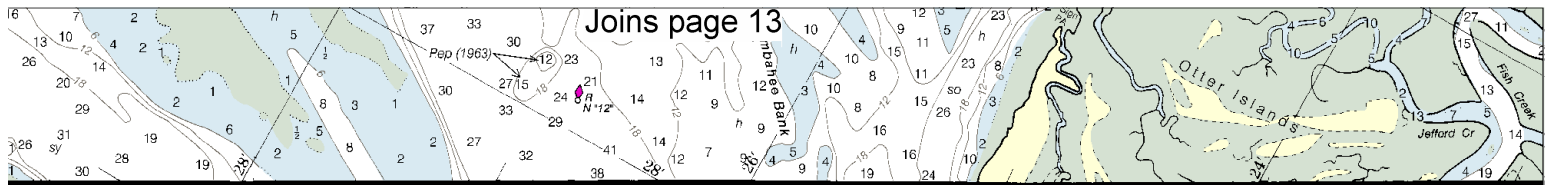
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.



Joins page 24







JOINS CHART 11517

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.

Refer to charted regulation section numbers.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

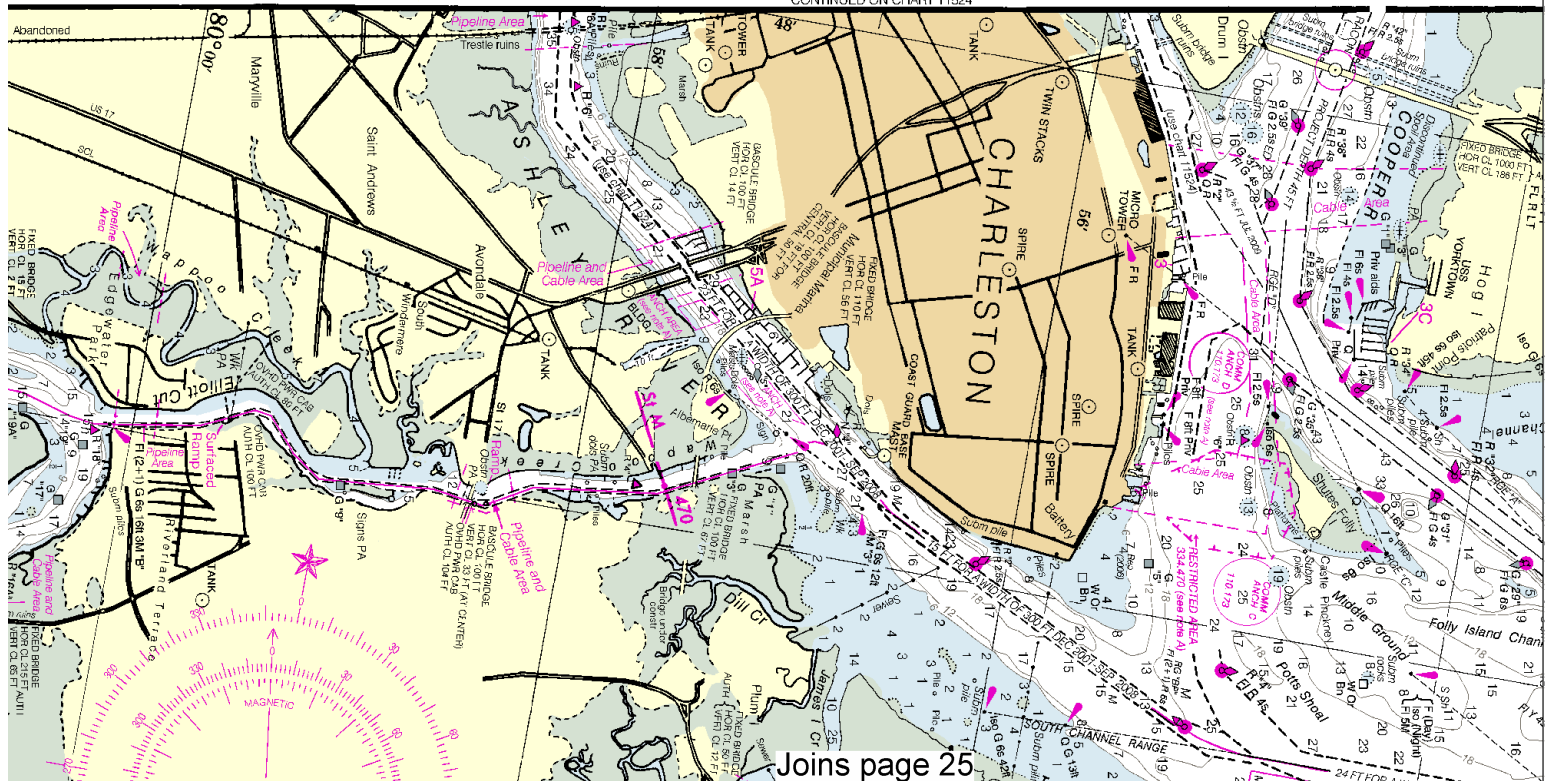
**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◊ (Approximate location)

**PUBLIC BOATING INSTRUCTION PROGRAMS**

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:  
USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.  
USCGAUX - 7th Coast Guard District, Brickell Plaza Federal Building, 909 S.E. 1st Ave., Miami, FL 33131-3050, 305-536-5621 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

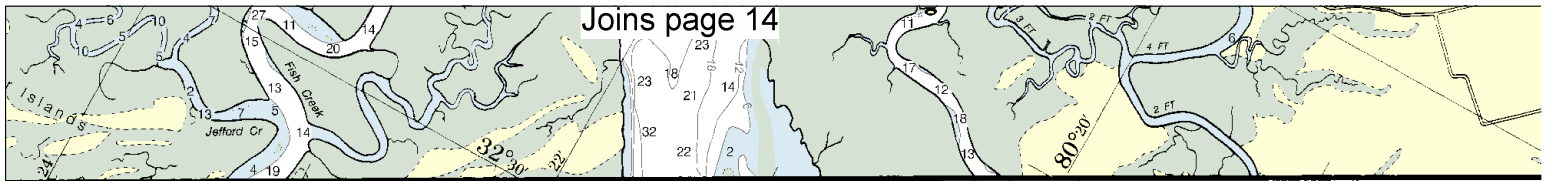
1st Edition, 1964

CONTINUED ON CHART 11524



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Joins page 20



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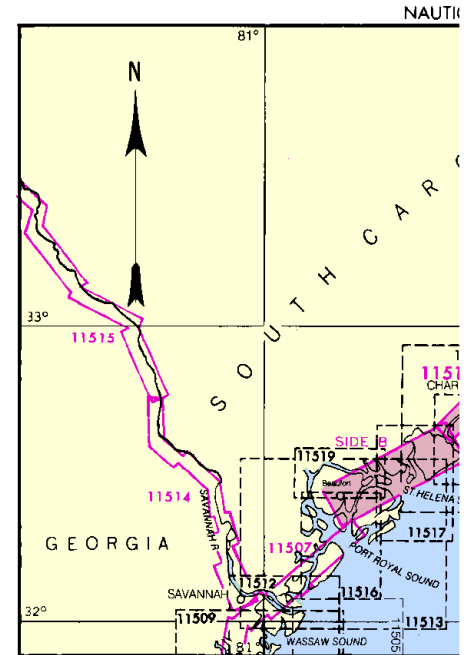
JOINS CHART 11517

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

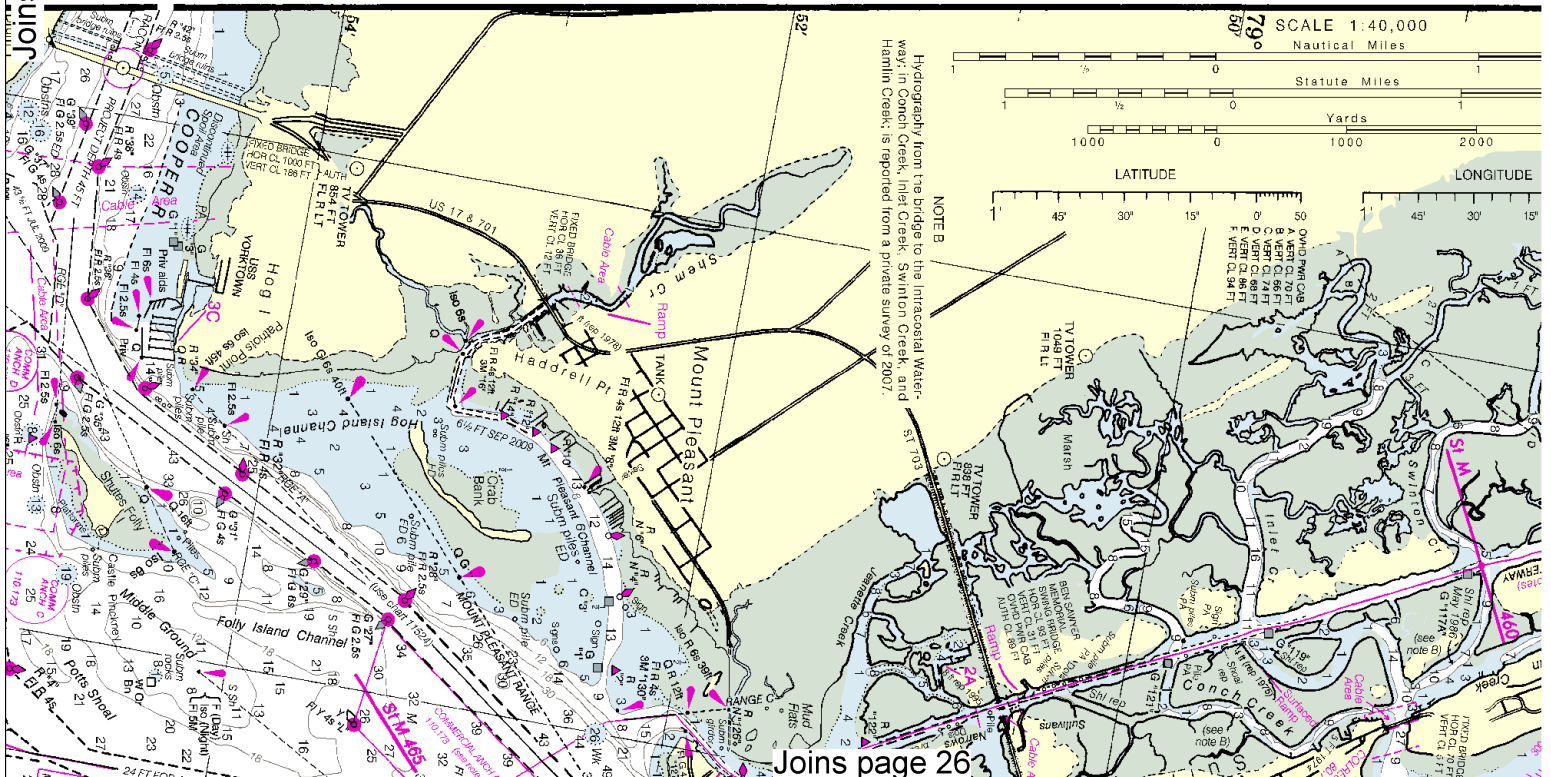


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
 Covered wells may be marked by lighted or unlighted buoys.



Auxiliary  
 plotting in-  
 formation  
 Post Office  
 909 S.E.  
 (G-BAU).

Joins page 19



Joins page 263

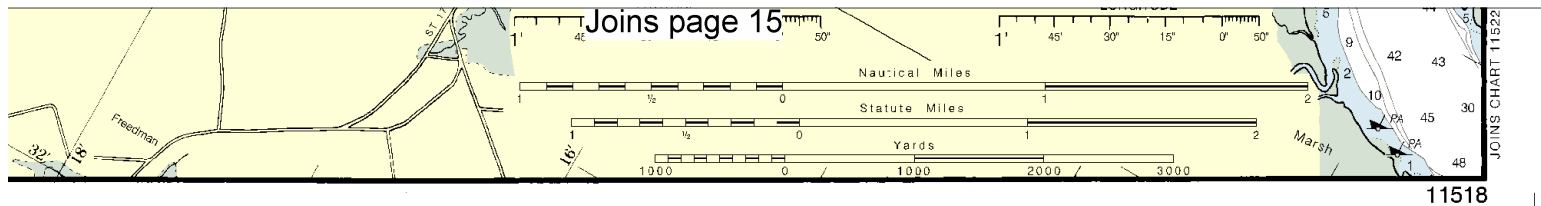
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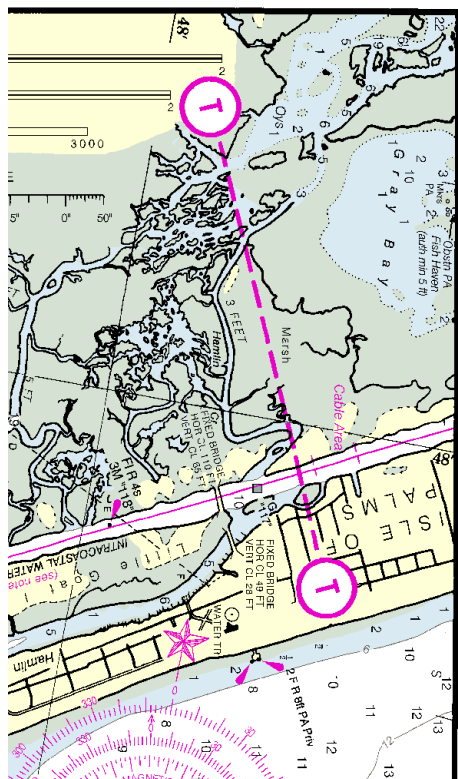
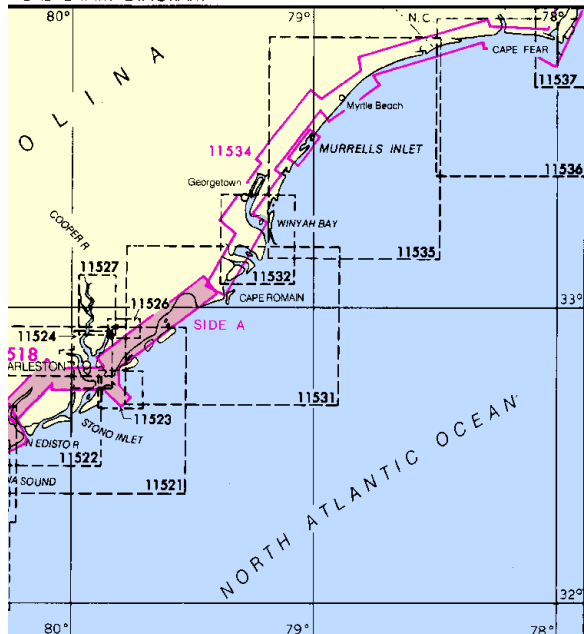
SCALE 1:40,000  
 Nautical Miles

See Note on page 5.

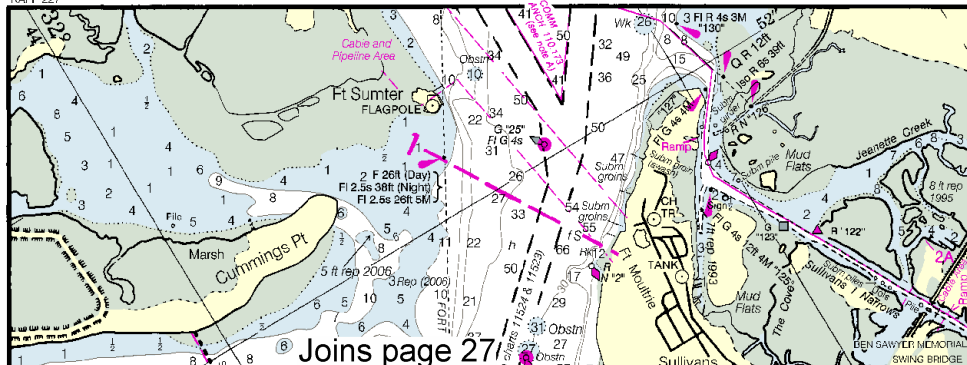




TICAL CHART DIAGRAM

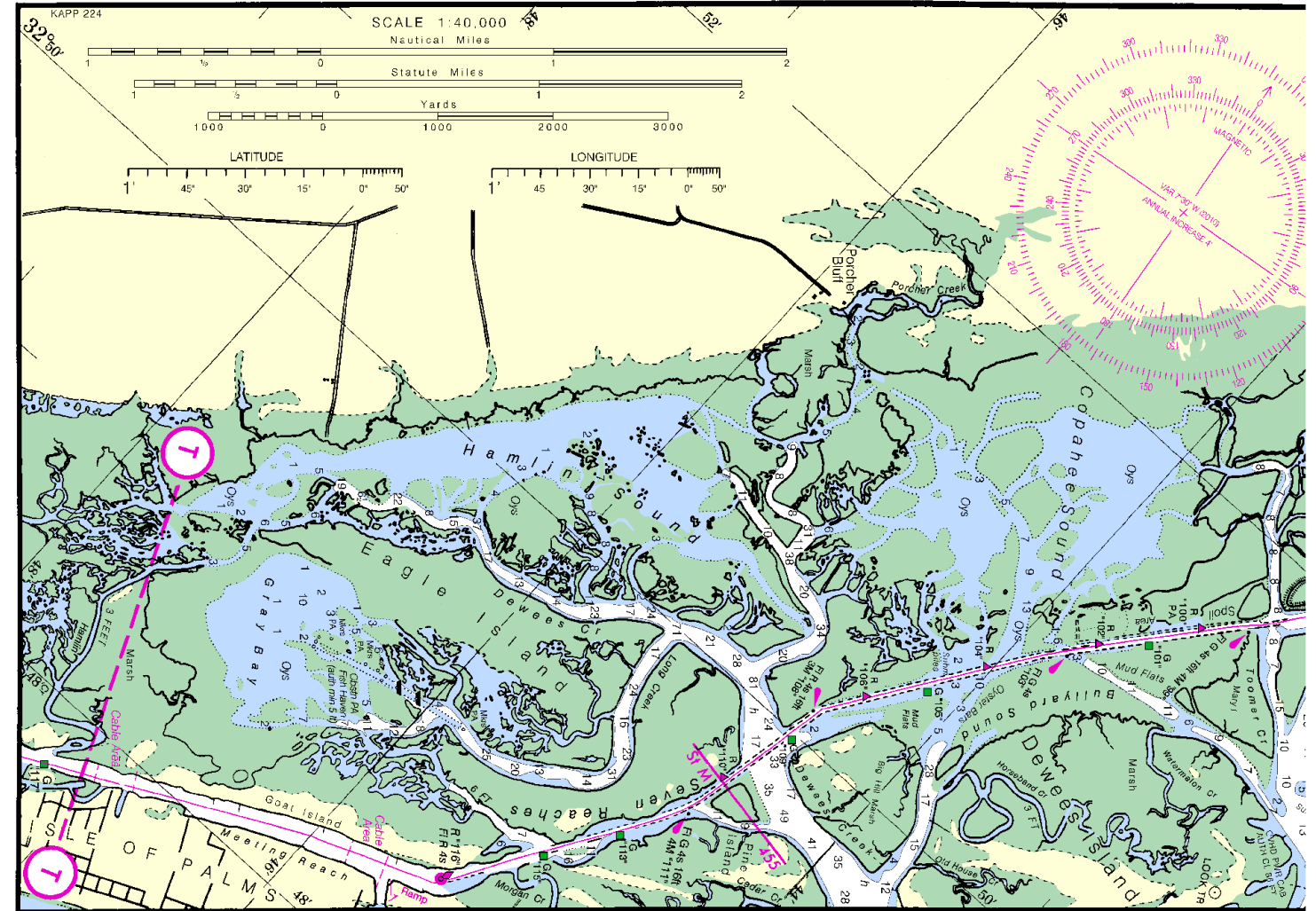
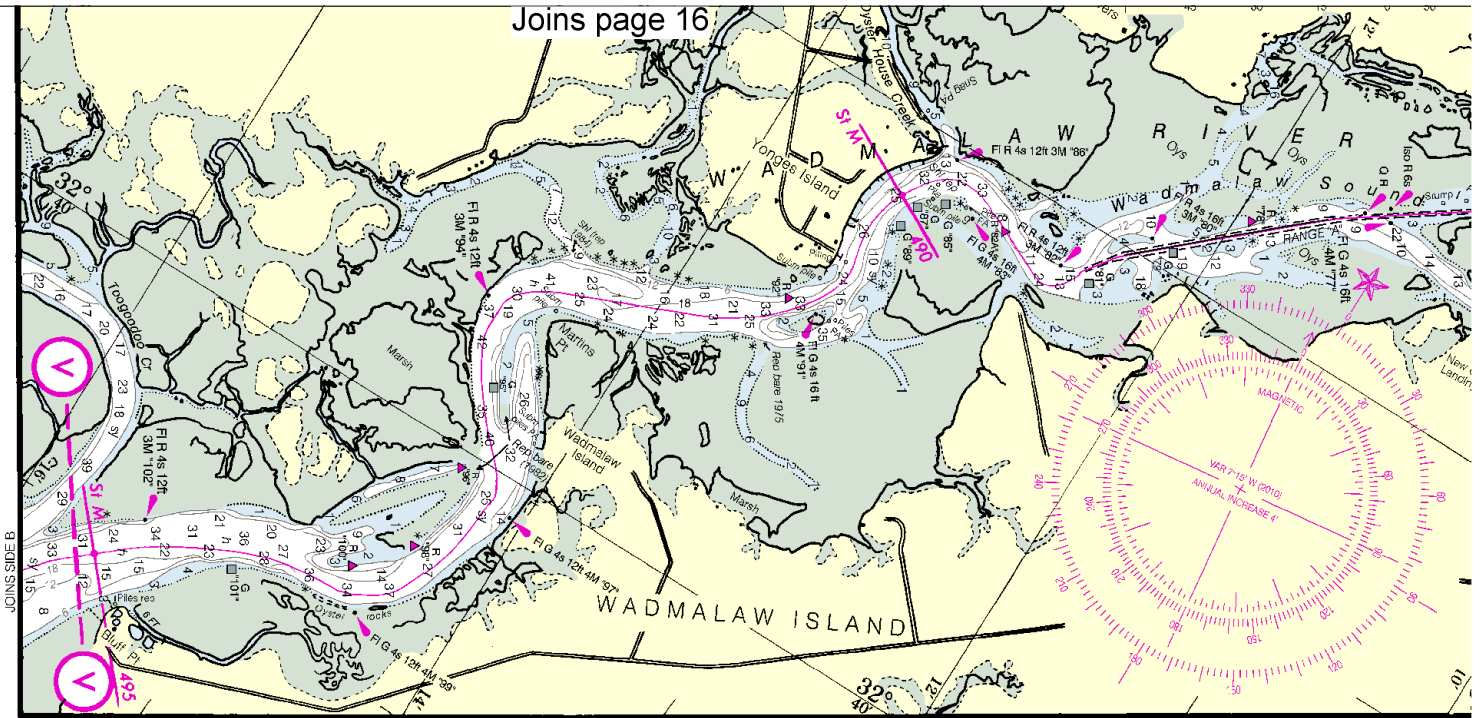


CHARLESTON HARBOR ENTRANCE EXTENSION





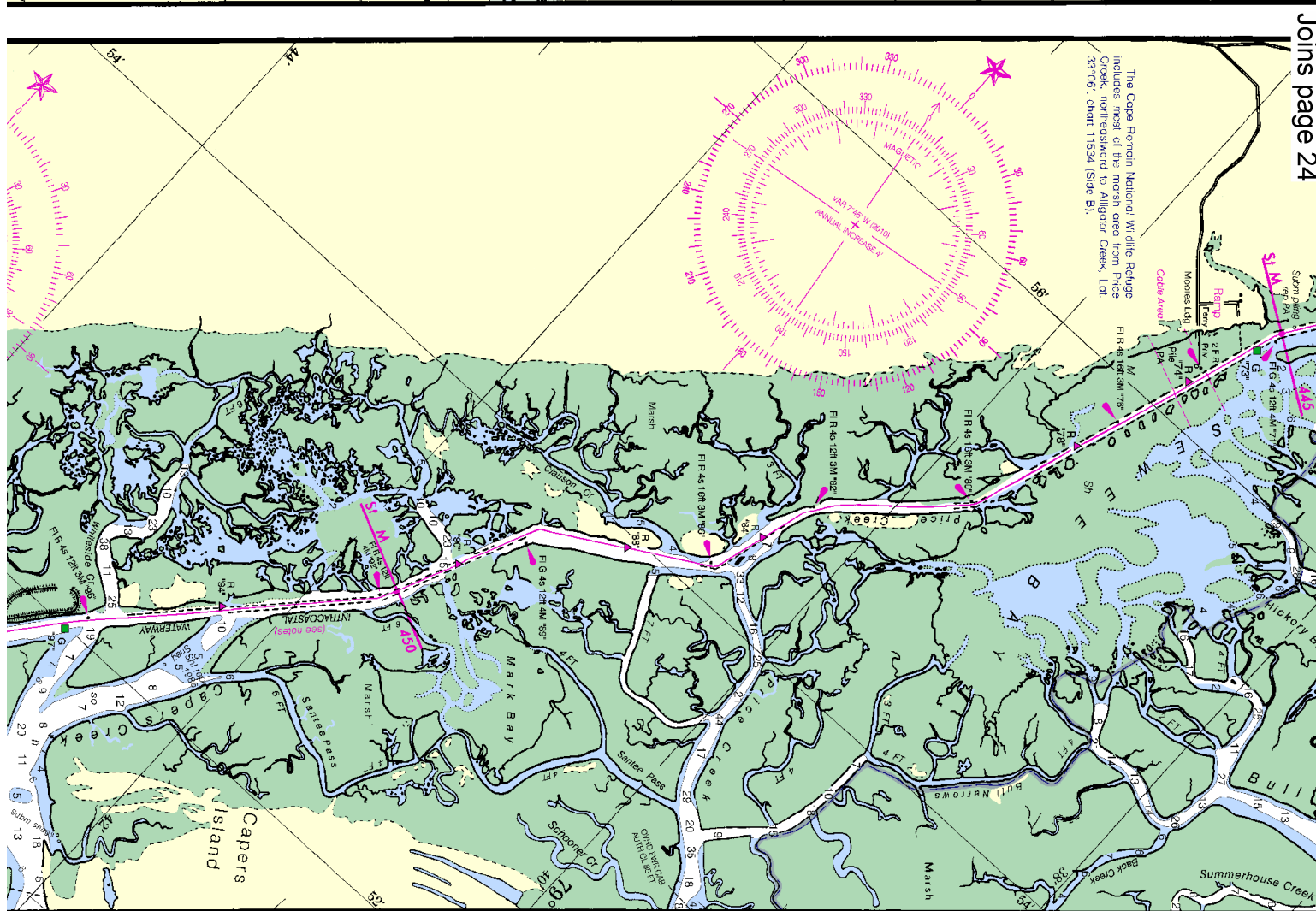
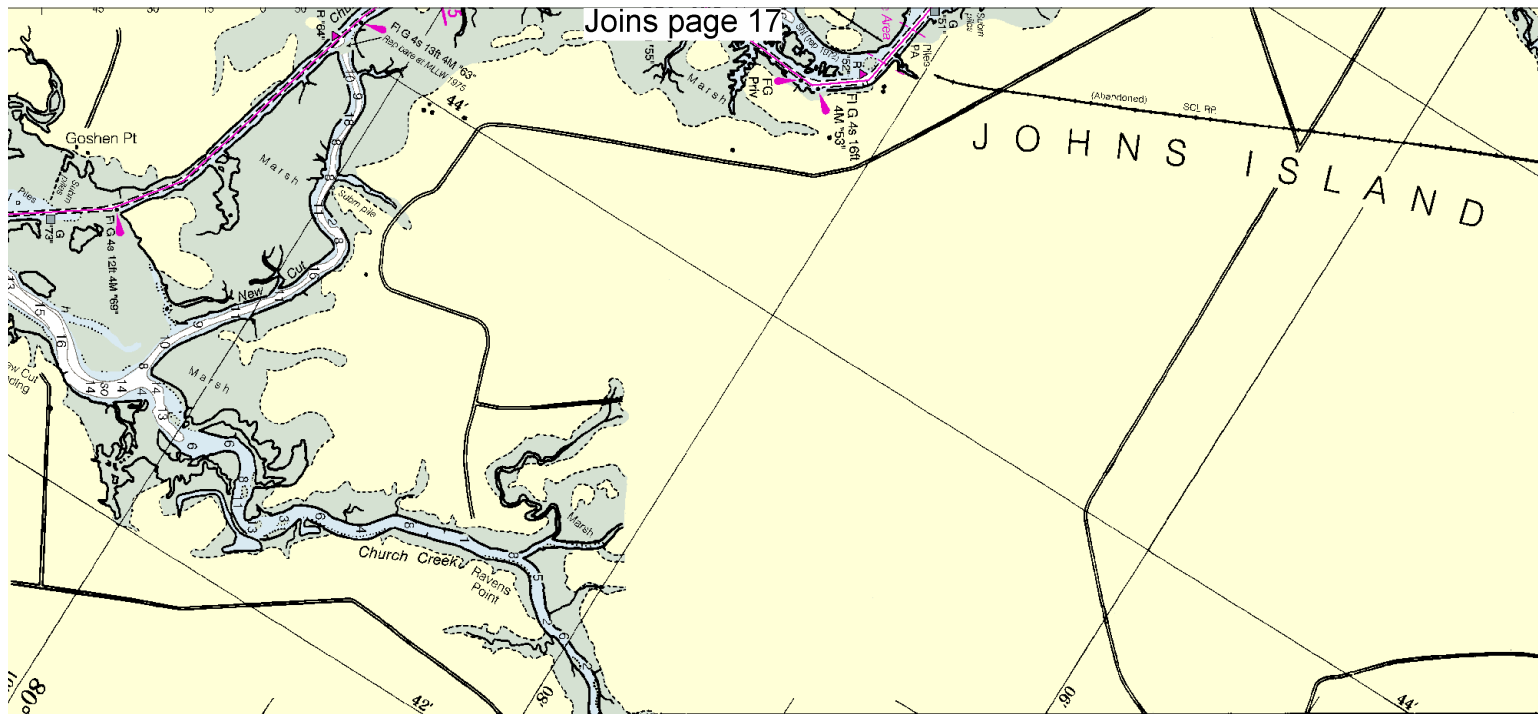
Joins page 16



11518 37th Ed., Jan./10; Corrected through NM Jan. 16/10, LNM Jan. 12/10

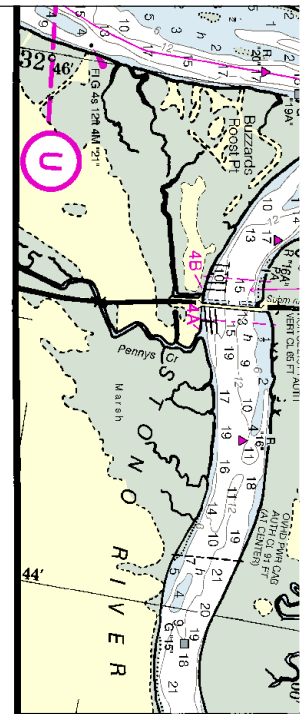
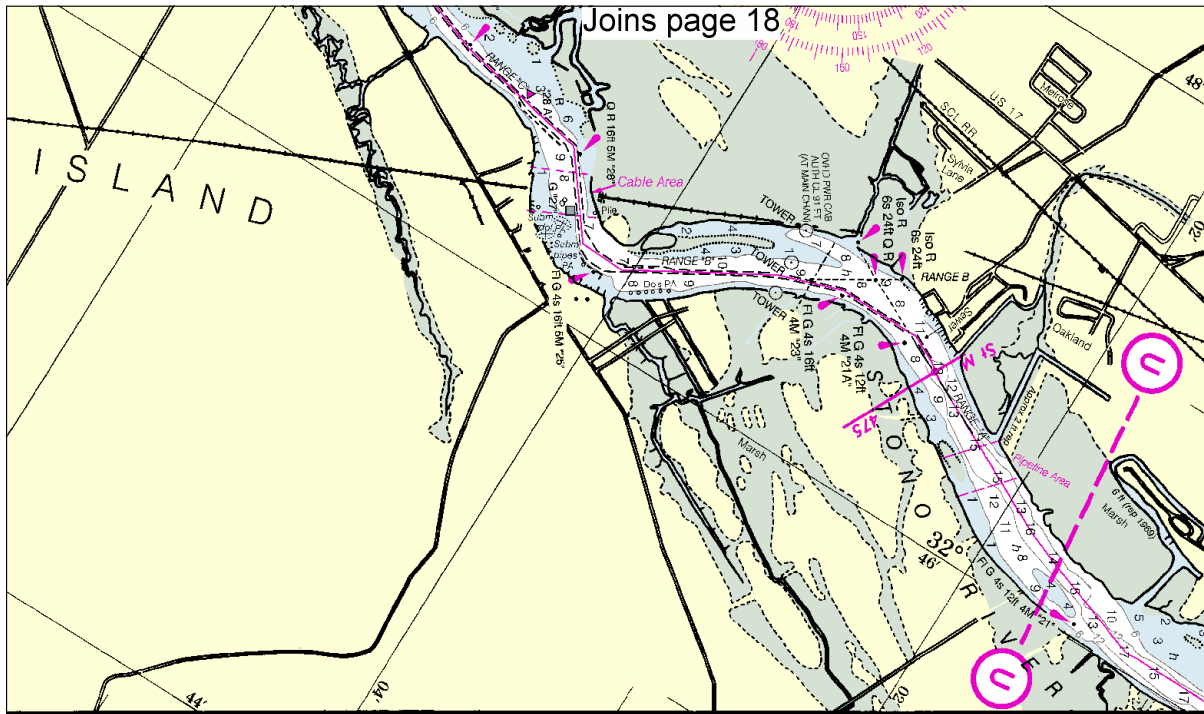
CONTINUE



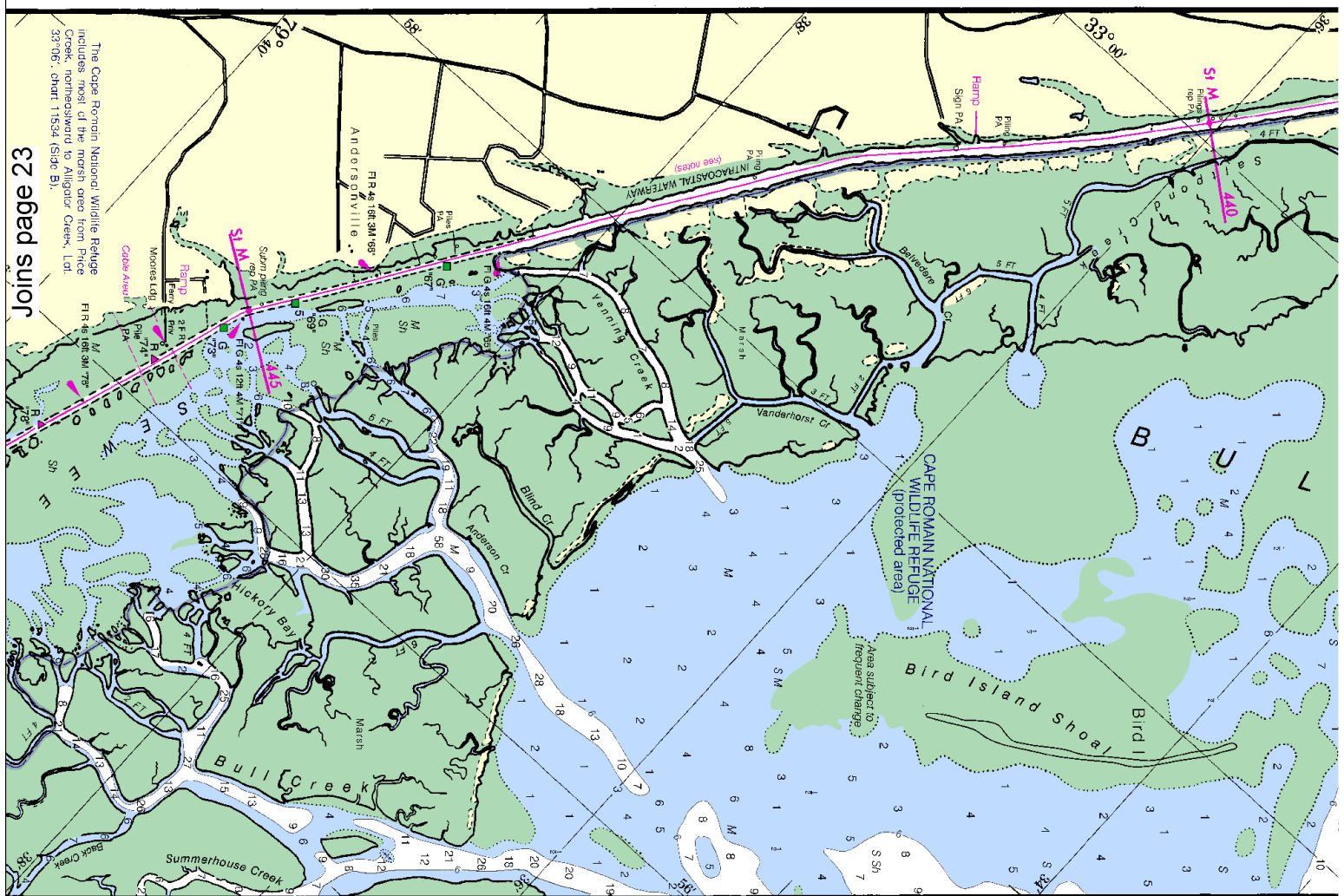


JOHNS ISLAND





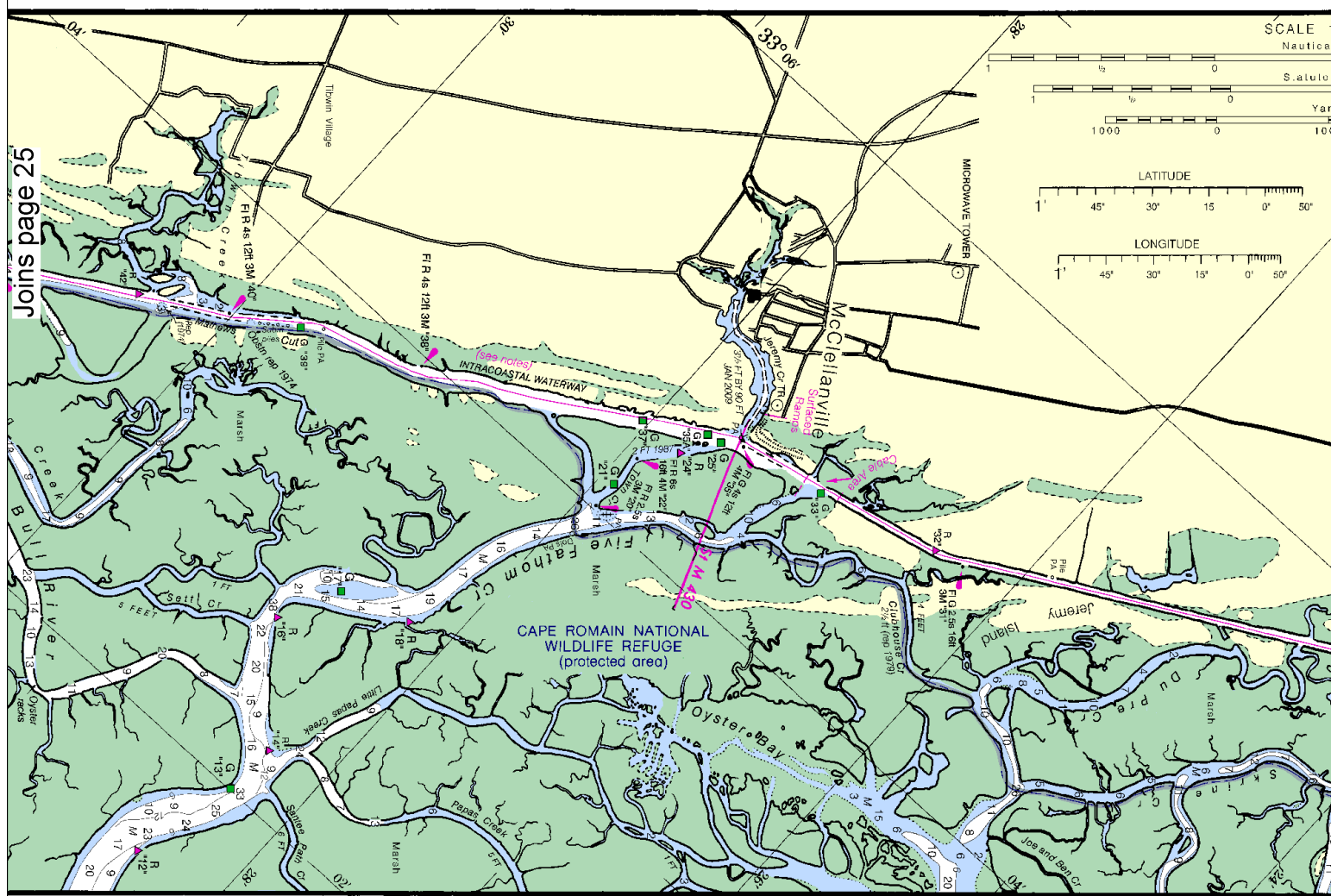
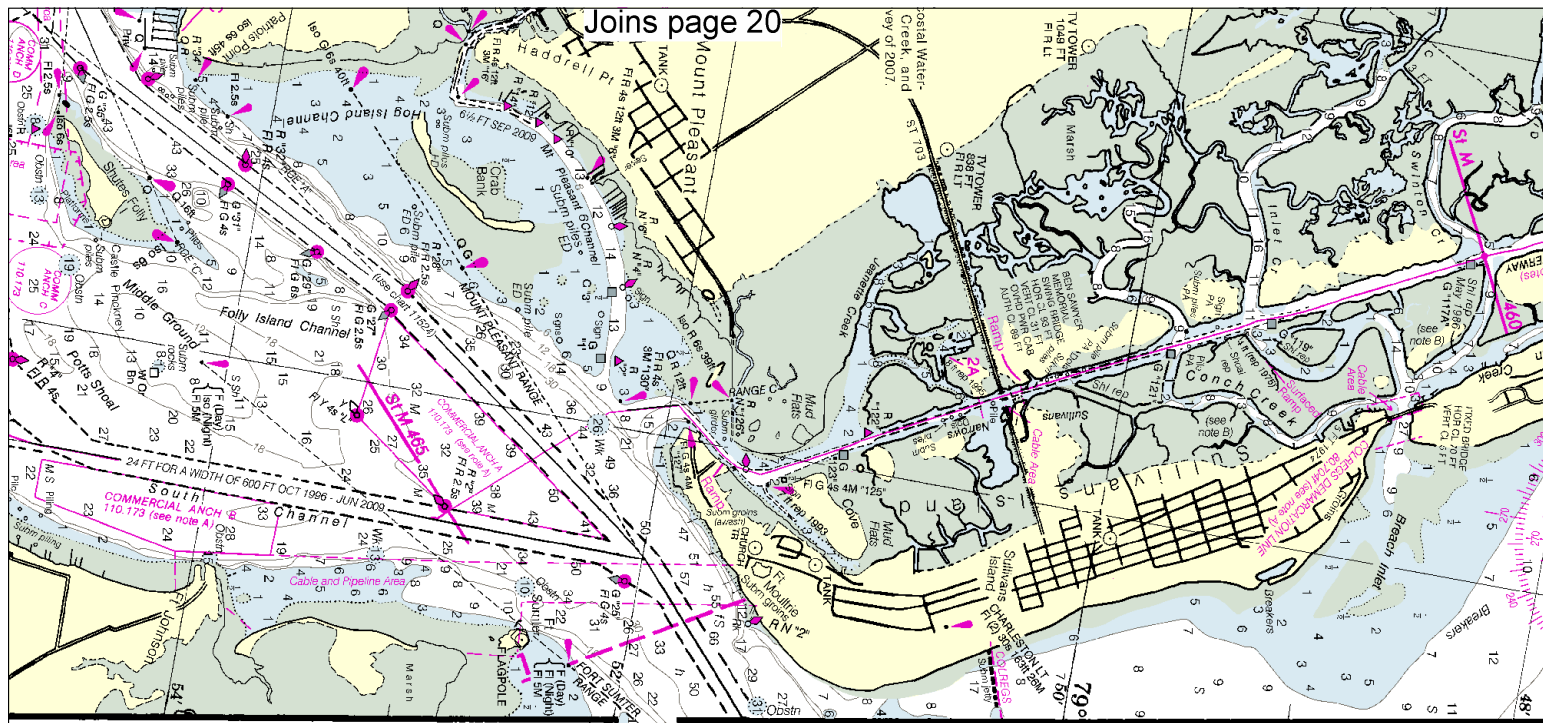
JOINS CHART 11522



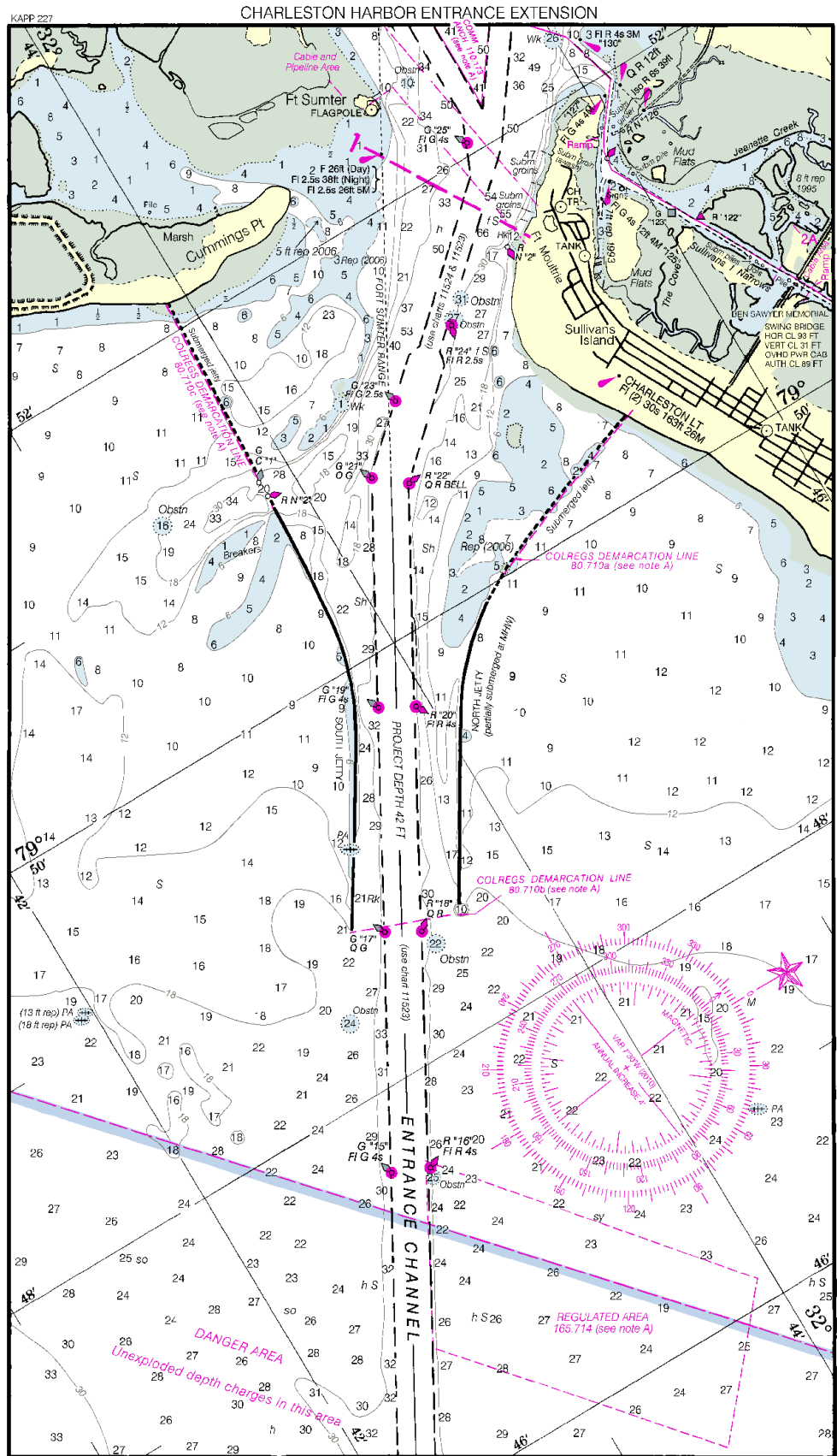
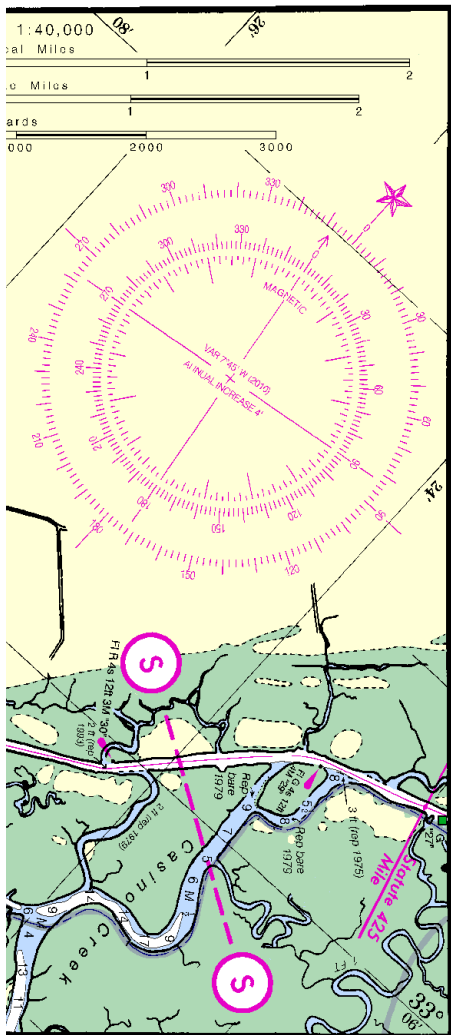
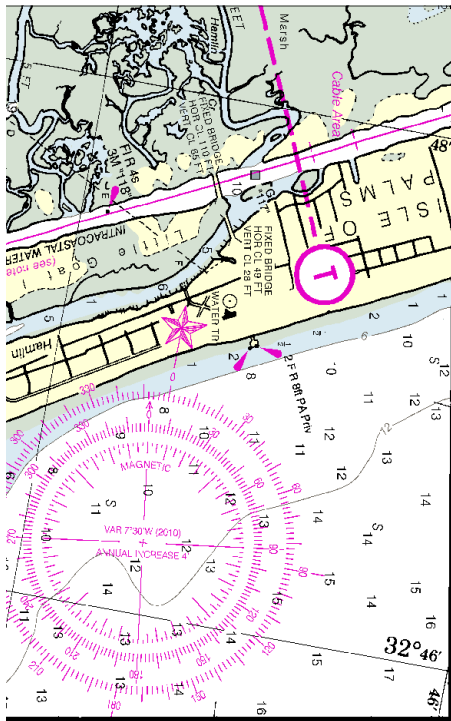


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CONTINUED ON CHART 11531







CONTINUED ON CHART 11533

11518



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Charleston** – 843-724-7616

**Coast Guard Georgetown** – 843-546-2052/2321/2742

**Coast Guard Tybee** – 912-786-5440

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**SC Dept of Natural Resources** – 800-922-5431

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).